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A BOOK OF
Inventions
FOR
RAILROAD
COMPANIES
And For
The People

BY
C. D. Mosher

READ AND BE WISE.

Elevated Railroading by these Devices are Tremendous
Money Making Inventions.

NOTICE TO THE PUBLIC.

BUSINESS MEN AND WOMEN.

The general construction of the system herein described, together with the various details and modifications suggested or outlined, will shortly be made the subject matter of numerous letters patent of the United States and foreign countries, which it is the intention of the author to apply for as the original inventor.

You can make **100** per cent on your **INVESTMENT** by getting on the **GROUND FLOOR.**

READ BOOK OF INVENTIONS!

BY C. D. MOSHER,

2726 WABASH AVE., CHICAGO, ILL.

AN EMINENT JUDGE'S RECENT OPINION.

As one eminent judge recently said: "The city has the power to regulate the use of the streets, and to change the grade and crossings of any railroad." The same judge said: "If the city required the railroad companies to elevate their tracks, it would put a stop to killing **400** persons annually." I will add, maiming and wounding for life three times as many more, this would make 1,600 killed and made cripples of in one year, in ten years 16,000, in one hundred years this would make a grand army of not less than 160,000 dead and wounded cripples. This is not all by this murderous attack upon the people; posterity and the country has LOST FOREVER the increase in population in one hundred years of not less than 160,000 more intelligent men and women. These, intelligent, money-making men and women would have accumulated not less than \$50,000,000 during all these years had they been permitted to live.

This accumulation of judgment rendered to-day by honest justice against this cruel injustice and oppression to the people, would elevate every railroad track in Chicago, STREET CARS and all, and build all the depots as suggested in this book.

The power to elevate these tracks simply lies in the officials of Chicago. These officials simply hold their office trust by the suffrage of the people. People do your duty and elect officials who will fearlessly enforce just laws for humanity—honest justice demands it.

DEDICATED

TO THE

PRESIDENT AND LAW MAKERS AT WASHINGTON,

TO THE

OFFICIALS OF RAILROAD COMPANIES,

TO THE

PROMINENT MEN AND WOMEN OF AMERICA.

LEND A HELPING HAND

ON

SUGGESTIONS AND INVENTIONS,

SUBJECTS UPON WHICH VOLUMES COULD BE WRITTEN,

ALL FOR

BETTERING THE CONDITIONS OF HUMANITY,

AND

FOR IMPROVING THE INDUSTRIES OF THE NATION.

PRICE: SINGLE COPY, \$1.00; 10 COPIES, \$5.00; 100 COPIES, \$25.00.

ADDRESS,

C. D. MOSHER,

2726 WABASH AVENUE, CHICAGO, ILL.

Read Index Page of Six Months' Studies in Book of Suggestions and Inventions.

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Respectfully Yours
C. D. Masher

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Practical Scientific Industries

ARE MONEY-MAKING DEVICES.

\$41,040,000

WILL BE THE YEARLY INCOME FOR RENT OF OFFICES AND APARTMENTS IN THE TWELVE SOUTH SIDE RAILROAD COMPANIES' UNION PASSENGER AND FREIGHT DEPOTS BY THE ONE-BLOCK DEVICE FOR RAILROADING IN LARGE CITIES.

By this famous one-block device system for railroading, as shown by the sketch attached to this leaf, illustrates a new device for railroading in large cities. This sketch and this little book demonstrate to a certainty how Chicago's twelve South Side railroad companies can build a union passenger and union freight depots and union elevated tracks on a strip of ground two blocks wide, and carry on their railroad business separately and apart from each other as effectually and far more successfully than they do now with their tracks and depots scattered all over the South Side of Chicago. By this famous one-block device system for railroading these twelve South Side railroad companies would have for their yearly income \$41,040,000 a year for rents for offices and apartments in their twelve union passenger and twelve union freight depots, besides having plenty of room for carrying on their railroad business.

By this device each company would have at least ten times more depot room than they have now. With the tracks from city limits laid as shown on sketch attached to this leaf, they could carry ten times more passengers and freight than they do now, with their carrying capacity not nearly exhausted. This is a *fact* and not a visionary dream. Get out your pencils railroad companies, and figure out the room you will have in these depots, and the amount of railroad business you can do on these tracks unmolested, and see if these are not burning words of truth.

The upper part of the sketch attached to this leaf in this railroad device represents Chicago's twelve South Side railroad companies' union passenger and union suburban depots. The

lower part of the sketch represents the twelve railroad companies' elevated tracks for passengers, freight and suburban trains. These elevated tracks are supposed to come from the city limits and are intended to run into the second stories of the twelve union depots.

The device in the lower sketch demonstrates how these twelve different railroad companies' elevated tracks from the city limits can be arranged in such a peculiar manner that they can be connected with the twelve companies' elevated tracks that are represented to be laid by large black dots on the second stories of the twelve named passenger and suburban depots.

The four outside tracks on both sides of the described elevated tracks are intended for suburban trains. The two tracks that point to the dots in the center of the supposed second story in suburban depots are for incoming suburban trains, the other two tracks are for outgoing suburban trains.

The Illinois Central is the east outside railroad company in this combination device, and will be the first road to branch off on elevated tracks to accommodate her suburban towns. The Michigan Central next, and so on until all the six East Side railroad companies in this combination are all served with elevated railroad beds, to accommodate their suburban towns.

The Rock Island will be the first one on the west side and Michigan Southern next, and so on until the six West Side railroad companies in the combination are all served with elevated road beds that will accommodate their suburban towns. By this system for quick transit for railroading hundreds of suburban towns will soon spring up, away out into the country.

The next four inside tracks as shown on the East Side of the sketch, are for Illinois Central freight trains, and the two next tracks, as shown on west side of sketch, are for Rock Island freight trains. The two tracks of these four, that point to the two dots nearest to the partition wall between the depots, are to be exclusively for the Illinois Central and for the Rock Island railroad companies incoming freight trains from the city limits. The other two tracks, that shows on the sketch a switch, just outside the depots, are for outgoing freight trains that run to the city limits. All of the twelve railroad companies' freight tracks on the sketch that point directly to the two dots nearest to the partition walls, are for the twelve railroad companies' freight

trains, the other two tracks are for the twelve companies' outgoing freight trains. The two dots before described represent the ends of elevated freight tracks that are supposed to be laid on the second stories of the twelve passenger combination depots.

These elevated freight tracks that lay nearest the partition walls, are supposed to run through a narrow passageway by the side of each one of the company's passenger depots and across single elevated freight tracks as shown on the sketch attached to this leaf. These single tracks as shown on the lower part of the sketch are to run into the center of the second story of each one of the twelve South Side railroad companies' union freight depots. Here the whole train is unloaded on one side of these immense depots, and reloaded at once from the other side, with not more than one hour's time consumed for the whole transaction. As soon as these freight trains pass back through the passenger depots it is switched off as shown on the first sketch on the outgoing tracks bound for the city limits.

The next four inside tracks as shown on east side of the first sketch are for the Illinois Central Company's through passenger trains, and the four tracks as shown on west side of same sketch are for Rock Island through passenger trains, the two tracks that point to the two dots on the same sketch, are in the center of the second story of each company's passenger depot, those tracks are exclusively for these two companies' incoming through passenger trains from the city limits, and the two outside tracks as shown on the sketch are for their outgoing passenger trains to the city limits. All these twelve railroad companies' passenger trains are supposed to run into the center of these immense passenger depots. Here all these twelve passenger trains can be unloaded on the one side of these immense depots, and reloaded at once from the other side, with not more than five minutes time consumed for the whole transaction, with the twelve trains, switched off just outside of the twelve passenger depots as shown on the sketch, bound for the city limits or World's Fair grounds, and will run at the rate of three minutes to the mile without stopping, as there is no trains that cross each others' tracks.

THIS ELEVATED DEVICE

would be a great improvement over the present system of rail-roading, and will save in a very few years many million of dol-

lars to the railroad companies, with an increased valuation of fifty million dollars will be added to the taxable property on the South Side, and long before the next century is past an army of men, women and children will have been saved to bless the day when the railroad tracks were elevated.

SUBURBAN TOWNS.

It would naturally be supposed that this one block system would work against the interests and to the disadvantage of suburban towns. On the contrary, it will accommodate them much better than the old methods now do. To illustrate: All suburban passengers from Pullman, Jackson Park, Englewood, South Chicago, Hyde Park, and all way suburban stations will be served to their entire satisfaction, as well as the millions of persons who will attend the World's Fair. All will be carried in elegant style on one of the many branch roads of the Union Elevated Railroad Company's observation coaches, and landed, not all over the South Side as they now are, but in the heart of Chicago, for five cents, into the Columbian Union Passenger Depot, the grandest in the world.

THE SOUTH SIDE RAILROAD COMPANIES.

It is necessary for the South Side Railroad Companies to approach the one block combination system in the same manner that their roads are now situated outside of the city limits, and secure *plenty of ground* by the side of their tracks for store-houses, for empty cars, with grounds enough to do any amount of switching, as here the freight trains will be made up and sent over the elevated tracks three minutes to the mile to the union passenger and union freight depots to be located at or near Van Buren street. At the city limits these trains will be drawn up an incline plane to the elevated tracks above by a cog-wheel engine, or by a cable and stationary power. When this grand improvement for railroading has come to pass on the West, North and South Sides of Chicago, then it can be truly said, all roads lead to Chicago by the way of the union elevated lightning route, Chicago's famous one block system.

THE COST FOR CENTRALIZING THIS RAILROAD BUSINESS.

The cost for centralizing this South Side railroad business would be a small expense in comparison to the enormous profit and advantages that would be gained by the railroad com-

panies and by the city of Chicago. The great expense would be in building the depots and elevated tracks. These depots need not be more than ten, fifteen or twenty-five stories. The higher they are the more imposing and grand these immense structures will appear and the more money the railroad companies will make. No matter if each depot contain 10,000 offices and apartments to rent there will be plenty of tenants at reasonable prices, as these depots for office buildings will have no competition for elegance and convenience, and they are centrally located, accessible by a practicable system of never-stop elevated railroads from every suburban town around Chicago, which would make these two depots, Chicago's famous office buildings, the grandest in the world.

THE TWO STRIPS OF GROUND TWO BLOCKS WIDE.

The two strips of ground, two block wide, on which to lay these elevated tracks, the South Side Railroad Companies now have, and many miles of frontage besides, where their dangerous railroad tracks now lay. This valuable property after the tracks are taken up would sell for enough to pay for the improvements, with millions left in the treasury of the different railroad companies. To save an enormous expense and valuable time in building these depots and elevated tracks they should be built under one system of management by a South Side railroad syndicate. A practical plan for doing this work and how these depots should be built, is mentioned hereafter, and another plan of equal importance as to how the different railroad companies in Chicago can settle their immense railroad interest on a fair, honorable basis so that this mighty railroad project can be inaugurated at once.

THE LOCATION FOR THIS ONE-BLOCK SYSTEM.

The location for this one-block system has been marked out by an invisible guiding hand, directed by many of the South Side Railroad Companies in laying their tracks north of the city limits on strips of ground covering several blocks in width; this ground lies most of it between State street and the river. The intrinsic value of these many miles of frontage adjoining these railroad tracks is rendered nearly worthless, and is in the waste basket; fully one-half a mile of this valuable ground is fronting on State street, and is occupied by one of these railroad com-

panies. Five years ago State street was prevented by this company from ever becoming the great Broadway business street of Chicago. All this injury was done, through obtained legal authority in the face of a multitude of property owners' remonstrances, and against the business interests of the people of Chicago.

By this one block system, State street, the Lake Front, and a hundred miles of other valuable street frontage in Chicago, will be restored to the people and sold for business and residence purposes, which will add at least \$100,000,000 to the taxable property in the city, and as much more to every railroad plant in Chicago. The chosen location for this railroad enterprise is on the line of these continuous blocks of iron rails from the city limits that lies between State street and the river. Here there cannot be any serious objections, as the railroad companies own and control most of the ground from the city limits to Van Buren street. South of Van Buren and west of State street would be the proper location for this one block device, and here the work could be commenced at once.

THE ENORMOUS PROFITS THE RAILROAD COMPANIES WOULD HAVE BY
ADOPTING THIS GREAT MONEY-MAKING DEVICE.

I cannot refrain from mentioning a few of the many money making devices this, one block system will give the railroad companies, and the enormous increase in value of all properties in Chicago when this one block system for railroading is in full operation, and the old dangerous railroad tracks are taken up. This same money-making device can be applied with equal force to every other city in America and Europe, and to every railroad company that runs cars into large or small cities.

To better illustrate this money-making part of the device, we will approximate the amount of rents in yearly incomes. The Illinois Central Railroad Company, would have in their nineteen upper stories of their union passenger and union freight depots, according to our calculation, 11,400 offices and apartments they would have for rent; we have estimated these offices to be 10 x 15 ft., each office to have a reception room 10 x 10 ft., all connected with a wide hallway running through the whole length of each one of these 19 stories. These stories are supposed to be 60 ft. wide by 1500 long, 13 ft. high. Such offices would readily rent for \$25 per month; with reception room, electric lights, hot water, heat

and janitor service furnished; \$25 would be considered a very low rent, for such modern conveniences, in such a noted distinguished office building, especially when they were located in such a central location, accessible by a practical system of never-stop railroad devices, carrying at least one to two hundred thousand persons to and from suburban towns to their places of business in every twenty-four hours.

This extraordinary low rental would amount to the enormous sum of \$285, 000 a month, total \$3,420,000 a year. This would be the Illinois Central Railroad Company's yearly income from rents alone, with increased facilities for carrying on a larger and more profitable railroad business than they ever have before.

By this combination device, each one of the twelve South Side Railroad Companies has the same number of offices to rent, and equal advantages for renting these offices, as the Illinois Central.

By the same estimate these twelve South Side Railroad Companies would have for their yearly income, the enormous sum of \$41,040,000 for rents alone, with every company having increased facilities and larger capacity for doing a more profitable and extensive business than ever before, or can possible do, on surface roads, in a business city. This \$41,040,000 yearly income for rents, the railroad companies never have had, by the old system of management in not utilizing the valuable air above their railroad tracks.

THE OPPORTUNITIES FOR BUILDING BY THE FAMOUS ONE-BLOCK SYSTEM.

By the ever increasing demands of tenants for offices and apartments the South Side Railroad Companies in Chicago need not be confined to the seven blocks of ground these union passenger and union freight depots stand upon, for their yearly income of \$41,040,000. They can keep right on building over their elevated tracks their twenty-five story structure, block by block, year by year, clear to the city limits of Chicago, the only expense being in moving the switches further away.

MERCANTILE AND MANUFACTURING STORE HOUSES.

Near the city limits where land is cheap is the grand opportunity for building large, roomy five and ten story fireproof warehouses and storerooms for large manufactories and wholesale mercantile establishments, for Chicago's demands, and for stor-

age room for foreign manufacturers who would like inexpensive storage, where goods can be shipped on a moment's notice to any market place in the world. There is no other place where this industry could be accomodated as well as here. Even the far fetched Stickney tract for centralizing railroad business or for the terminal and storehouse system for railroading, all of these old methods are *left*, when superior accommodations can be had by the famous one-block device.

THE DAY IS SET WHEN TO HAVE THIS GREAT WORK COMPLETED.

By a united effort on the part of all the railroad companies in Chicago these improvements can be made and completed in the next two years, May 1st, 1893, in time for the World's Fair. Then the railroad companies would have for their exhibition the grandest wonder of the age, a system for railroading in large cities that will astonish the world for its completeness and perfection in transporting any number of freight cars and passenger coaches from the city limits to the heart of Chicago, and *vice versa*, in the shortest space of time, without fear of collision, without danger to life or limb, unless the effect of downright carelessness. This protection to life and limb, this rapid transportation of cars, this wonderful rapidity by which passengers and freight can be handled, this mighty safe and economical system for railroading for pleasure as well as profit, must commend itself to every intelligent person, and will revolutionize the old methods for railroading in every large city on the globe.

IT IS HIGH TIME FOR CHICAGO TO ACT.

This old played-out method for railroading across public thoroughfares and in front of beautiful residences and business blocks in large cities, is demoralizing, and is a public nuisance. Its noisy trains, and screeching engines trench upon the privacy of the home circle are dreadfully annoying and unpleasant to the ear and eye, dangerous to the children and people. Wherever the ugly surface car tracks are laid, they depreciate the value of all property interests for blocks around. This is usurpation of authority, and is not right or just, and should not be tolerated another year in a city of 1,200,000, where honest courts sit, and honest judgments are rendered, justice should be honestly meted out to the people without preference or partiality. All equitable laws should be enforced to protect people's rights and public interests. We

trust Chicago's wide-a-wake sagacity will see that these just laws are enforced and the people's rights protected, and by the noted sagacity of our railroad companies we are sure the continuous one-block system for railroading will be inaugurated in Chicago very soon.

I have written many articles on this subject in the years that have passed. Of late this railroad problem has been my constant study. I have given intense thought in solving the different problems mentioned, and demonstrating this new principle for railroading. *At last* the morning dawned. Every objectionable feature of the nation's greatest industry has been overcome and a glorious prosperous future is in store for the enterprising people of Chicago as well as for the sagacious railroad companies. This is glory enough for six months' work. The 15th day of January, 1891, I commenced the studies in this book. Not many mornings have dawned since that but what I have been up and in my study at 4 o'clock working out all these important problems for posterity. Now I publish them to the world for the first time, and trust the people will adopt them or better devices, if they can be created by a more practical demonstrator. Throw away the old copy and the old methods of railroading in large cities.

THERE IS MONEY ENOUGH WASTED IN CHICAGO EVERY TEN YEARS
TO BUILD THESE ELEVATED RAILROAD TRACKS.

It has been carefully figured out that Chicago's 1,200,000 people and the railroad companies lose enough valuable time in unnecessary, vexatious delays in ten years by surface railroading in Chicago to build these elevated railroad tracks, to say nothing about the millions of honest money that is lost by the people whose property is damaged and depreciated one-half its real value by railroad companies monopolizing privileges and benefits that can be so easily remedied. This is not all the unnecessary punishment these surface railroad companies in a crowded city inflict upon the people when these millions are coming in and going out of Chicago, at least one-quarter to one-half an hour of valuable time each person loses every day. This valuable time is unnecessarily wasted and will be a yearly tax upon the people until the surface railroad tracks are elevated. Not only is this yearly tax imposed upon the people of

Chicago and surrounding country, but this unnecessary delay of time, which is money, is inflicted upon the great traveling public who ride on railroad cars. Most honored and respected citizens of Chicago, get out your pencils and figure up these enormous wastes and compute this valuable time into money, and see if the picture is overdrawn.

Get out your pencils, railroad officials, and see if these astounding figures of gain in carrying on your railroad business in Chicago, by the one block device plan, would not save you every year millions of dollars, and many precious lives to the city of Chicago, as well as a host of poor, miserable cripples for life.

Get out your pencils, business men and property owners of Chicago, and see if these estimates have been fairly stated, that the value of all the property interest inside the city limits of Chicago, would not be increased in value at least one hundred million gold dollars, were the surface railroad tracks in Chicago all taken up and the one block device system in full operation.

Get out your pencils, enterprising, hustling press of Chicago, write editorials on the new device for railroading on the continuous one-block system, illustrating how railroad companies can make more money in large cities out of the air above their tracks than they can on their surface tracks. The press is the mighty educator of the people, the lever that shapes the destiny of worlds. The press of Chicago can make this one-block system for railroading in large cities a grand triumphant success, not only in Chicago, but everywhere railroad tracks are laid.

To the Honorable the Mayor and City Fathers of Chicago: You too have the best interests of the people at heart. Chicago is the home of your family and friends. You are called upon to guard these interests with a jealous, watchful care. You, too, have a duty now to perform in this laudable work; and have this one-block system for railroading in our enterprising city carried out, and the work commenced at once. There is no time to lose. Such wisdom and sagacity of your two years' administration will be the crowning glories of your lives. This great work will stand forever a speaking monument to the cherished memories of the Hon. The Mayor and City Fathers of Chicago, who bequeath the immortal legacy, the grandest improvement for railroading in large cities the world has ever known.

MOST HONORED MAYOR OF CHICAGO.

Your first duty is to get rid of this withering blight, this destroyer of life and limb, this intruder in our home circle, this great demoralizer of business, this depreciator of property values, where the dangerous engine and noisy cars run, crossing and recrossing our public thoroughfares and blockading our streets. With the railroad tracks elevated and centralized, as suggested, our city would be the admiration of the world. Why should this injustice to the people be allowed longer to stay? These gigantic corporations have trampled unmercifully upon the people's rights long enough by not elevating their tracks. Such treatment is a crime upon modern civilization, and a usurpation of authority that cannot be tolerated any longer. The people's rights must be protected, for it was the people who created these great monopolies, and they have the undoubted right to remove a public nuisance, for private gains. The railroad companies should not want to monopolize interests that belong to the city, especially when this usurpation of authority is so damaging to the people's interests. The Honorable the Mayor, you hold the key to vindicate the people's rights, to administer justice with an unerring hand. When this is done the people's rights are protected and the proper laws enforced.

Thus I beg you and the railroad companies of Chicago to work, while the day lasts, to make the years of 1891 and 1892 memorable and eventful in the history of railroading in America. Justice demands that these railroad tracks be removed. It can be done better to-day than a year hence. By having it done now, the Honorable Mayor and the railroad officials of Chicago can have the proud honor of presenting to the people of Chicago, and to all the nations of the world, in 1893, a valuable improvement, the grandest exhibition, the most humane, perfect system for railroads in large cities ever devised by man. This would be rendering good deeds and kind acts to humanity in return for the millions that the whole world gave so bountifully, to suffering Chicago, in 1871.

PLAN FOR SETTLING THE RAILROAD INTERESTS IN CHICAGO.

There is no better way to settle this railroad question than to call a meeting at an early date, in Chicago, of all the leading railroad officials, who are interested in the railroad companies of Chicago. These railroad officials to unite upon the popular plan to settle by arbitration all their railroad interests upon a just and honorable basis. That basis is to have each and every railroad company place a fair cash market value upon all their railroad property interest in Chicago. This cash valuation should be approved by three well-known, honorable arbitrators, gentlemen of experienced business reputation, who know the cash market value of all such railroad properties. These noted appraisers' decisions in revaluing or confirming the estimated value of all such railroad properties appraised should be final and without recourse. These assets as estimated should be used as cash capital in incorporating Chicago's National Railroad Syndicate Bank. The capital stock in the Chicago National Railroad Syndicate Bank would be the cash assets of all the railroad companies' interest in Chicago. Such assets would allow any of the railroad companies in the syndicate to draw a certain percentage of the estimated cash value of their stock in bank, for any purpose for which they might want to use the money, or they may use these cash assets for purchasing Chicago Railroad Companies' Syndicate stock for building Chicago's combination union passenger and union freight depot and combination elevated railroad tracks on the West and North side of Chicago the same as proposed for the South Side Railroad Companies. Chicago's National Syndicate Bank is to be a clearing house for settling all of Chicago's railroad interests that are scattered over Chicago, inside the city limits, with power to sell these assets for the different railroad companies, or to purchase them, if all parties concerned can agree upon the price, or the bank can hold these assets until these railroad improvements have been made, and the old surface railroad tracks taken up and the streets improved, then these assets will command the highest price in the market. Such a plan as this is a fair, honorable, practical business-like way of settling Chicago's great railroad problem.

ORGANIZE A SOUTH SIDE RAILROAD COMPANIES' SYNDICATE.

In order to make this one block system a greater success, it would be necessary for the South Side Railroad Companies' syndicate to purchase five or ten thousand acres of land along the shore of Lake Michigan outside the city limits, where there is plenty of ground for locating the south side railroad syndicate manufacturing and construction companies' works, for furnishing the material, and building the South Side combination depots, and the South Side combination elevated railroad tracks, and commence the work for this great railroad enterprise *at once* without any delay. This one-block device system for carrying on railroad business in cities and through the country is all duplicate work and can be made very rapid and very cheap, and by practical methods duplicate work can be put together very rapidly. By this rapid system Chicago's great railroad enterprise can be completed by May 1893. On these grounds would be the grand opportunity for the syndicate's great car works, machine shops, that would be large enough to supply all the railroad companies in the United States and Europe with engines, cars and appliances for this new device in railroading.

Along the shore of Lake Michigan would the grand opportunity for the south side railroad syndicate to have inland ship canals dug, with large and extensive dockage privileges for handling stone, iron, steel, copper, lead, ores, coal, lumber, direct from the vessels and ships of Lake Michigan. Here is where all merchandise goods can be sent by rail from Chicago to all parts of this western continent, and by the deep waterway route to all the market places of the world. Such facilities and economy for handling every kind of merchandise goods upon such a large and extensive scale, would defy competition, and would make Chicago a tremendous manufacturing city, and the greatest market place on the globe.

The South Side syndicate should be bound under heavy bonds to have the work all completed and ready for business by May 1, 1893. This work can all be done by that time by inaugurating practical business methods, by carrying on all parts of the work together along the line.

THE ENTERPRISING PRESS OF CHICAGO

are the instruments that brought about this chain of *creative*

thought, by publishing articles that I have written on this subject. Last January one of these articles came under the scrutinizing eye of the honorable Mr. Newell, President of Michigan Southern R. R. Company, who wrote to me that he would like to have an interview at his office early the following week. I went on the appointed time. Mr. Newell informed me at this interview that the Rock Island and Michigan Southern Companies anticipated elevating their tracts from Englewood into the city upon a half-and-half plan that had been favorably mentioned in some of the daily papers. Mr. Newell asked if I had plans worked out illustrating my device that read so well. I replied I had not, but I thought the plan could be worked out as suggested by practical railroad men. Mr. Newell replied he thought it was impossible. I fully agreed with him that it would be impossible for the South Side railroad companies to carry on their immense railroad business on two or even three continuous blocks of ground by their present system of railroading, but by reorganizing their tracks, depots and their system of railroading I was quite certain they could. Mr. Newell remarked it would be a useless attempt, and we parted. On my way home I purchased a large quantity of drawing paper and architects' drawing tools. For the first time in my life I went to work at this kind of business to study out the puzzle. The result—I take great pleasure in presenting to Mr. Newell and to the presidents of railroad companies not only in Chicago, but in every city where railroad tracks are laid.

NOTE.—This one-block system for railroading in large cities will bankrupt any railroad company that would strive alone, for business and supremacy.

PASSENGERS AND FREIGHT TRANSPORTED THROUGH THE AIR EIGHTY
TO ONE HUNDRED MILES AN HOUR.

This famous device for transporting passengers and freight through the air eighty to one hundred miles an hour, will not take the whole army of employes of the great Northwestern Railroad Company to prepare the roadbed, the switches, and crossings along the route as it took ten hours the other day for James Gould, to come in a special car from Omaha to Chicago. To make this quick time the Northwestern Railroad officials and employes fairly tumbled over each other in their

haste to give the right of way of their roadbed. Telegraph messages along the route flew thick and fast, announcing prepare the tracks the flyer was coming with America's noted railroad king, and would arrive in Chicago in the quickest time ever made in railroading in America. As soon as the train reached the depot in Chicago the reporters were on hand to interview the distinguished railroad king, upon whose judgment fortunes are made and lost in a day. All enquiries were made about his flying trip and his railroad enterprises. The time was announced in large head-lines and columns of reading matter in every wide-awake paper in Chicago. James Gould's great feat in railroading was heralded through the Associated Press to all parts of the world. This flying trip, as portrayed, was the most expensive railroading ever done on this continent, and will never pay a cent in dividends to the stockholders of any railroad company.

But the elevated one-block combination railroad device will pay millions of dollars every year to the stockholders of America's consolidated railroad syndicate. This famous combination device is a new principle for laying combination elevated railroad tracks over railroad companies' main trunk line surface roadbeds. These elevated tracks are laid expressly for through passenger and through freight trains, and are provided with combination, elevated passenger and freight office depots, similar to those suggested for Chicago South Side Railroad Companies. This device is for continuous railroading from ocean to ocean and consists in laying eight or more combination elevated railroad tracks over main trunk line roads. These tracks to be laid in such a particular manner over surface roadbeds that two sets of elevated passenger tracks and two sets of freight tracks will be all that would be required to carry all through freight and through passengers from city to city, from ocean to ocean. These through tracks are to be connected with elevated side tracks and with certain combination devices that are particularly adapted for the wants and uses of elevated passenger and freight depots. These tracks are laid in such a way that passenger and way freight trains can be switched on these through main line tracks in any large or small city, or at central points along the route. All such through passenger and through freight trains are made up on the surface roadbeds below at certain transfer stations, and by a new device these passenger and freight trains are run up on

an incline plane by a cog-wheel engine or by a cable device, with steam power to the elevated roads above, and switched on the elevated tracks, and transported at the rate of eighty to one hundred miles an hour, including stops, to their place of destination, without an army of railroad employés to prepare the tracks and telegraph the employés to announce their coming. By this device the cross town travel and surface roads underneath the elevated roadbed, will remain as they are, and will be the feeders to these trunk lines, and for the accommodation of local travel. With the railroad business divided, and classified as it would be by this device, would make railroading more profitable than it is now, and this system the most popular in America.

To illustrate, let the New York Central, or any through trunk line road, lay elevated tracks by this new device system over their surface roadbeds, in such a manner that all through passenger and through freight from Chicago to New York City could be transported in ten and fifteen hours' time; would not this be a triumphant success in modern railroading that would defy the competition of the world? No railroad company can afford to have such competition when they have the pure air of heaven above their tracks to place the lightning train, the never-stop elevated railroad route.

The regular running time for these quick transit elevated trains should not be less than seventy to ninety miles an hour, including stops at principal cities. The fast mail train should run one hundred miles an hour. These elevated trunk line roads should have distinguished appearing passenger and freight cars that are different from all others. These cars should be made of steel, noted for their strength and durability, with distinguished swift running engines, for their certainty in making time. Such a system for railroading will startle the whole civilized world for its completeness and perfection and for speed, in transporting in forty-eight hours passengers and freight across the continent of America. Then California's delicious fruit could be served for breakfast in New York City the third day after it is plucked from its parent stem.

Question: Is it possible for all the railroad companies in America to consolidate as one mighty company in one enormous railroad project, and carry on the railroad business of the nation under one system of management?

If it could, would not this consolidated stock pay larger dividends, pro rata, on all the stock than the railroad companies now do in fighting competing lines, conducting the railroad business in such an expensive way as the Government and railroad companies are ?

Is it any wonder that there is a tendency on the part of the people in the United States to be dissatisfied with the old methods of railroading through the country, as well as they are in the cities? Every other industry has made rapid advancement in conducting their affairs. The railroad business is the largest national industry in America. Billions of money have been made out of it and if there is any better, quicker and safer transportation system for passengers and freight, the people want it, for they are the creators of this gigantic monopoly. The railroad companies are indebted to the people of America for the hundred of millions they possess in railroad bonds. The people in turn are indebted to the capital and enterprise of these public servants, the railroad companies, who have greatly assisted in giving the people of this western world their beautiful homes, their prosperous business cities, highly cultivated farms that yield billions of gold dollars' worth of products every year. All these good results have been expedited by the iron horse on the railroad track.

Were I a railroad dictator or a manager of railroad companies, I would consolidate every railroad company in the United States into one grand corporate body. I would give this body a famous name, America's Consolidated Railroad Syndicate. This railroad syndicate would practically settle the railroad question, as it would centralize all the railroad business in America into one compact body and under one system of management. Then I would organize an incorporated gigantic national railroad syndicate bank, with other branch national railroad syndicate banks in every principal city. The capital stock of this National Railroad Syndicate Bank would be based upon the estimated cash value of all the railroad companies' stock in the United States. These banks to be subject to governmental protection and control the same as all national banks now are. This enormous amount of money in railroad stocks would make the National Railroad Syndicate Bank, with its many branches, as solid as the Bank of England. This device would place the

great money-making power, the nation's greatest industry, where it can be used for honorable, legitimate purposes, the same as all national banks use their funds, instead of converting this mighty power for making money into dens of gamblers, in stocks, which are nothing less than hot-beds for breeding millions of other gamblers in stocks, and in time these gamblers will populate this beautiful earth with intriguing, designing money-making sharks, who are continually devouring each other and all unsophisticated people, who are not up to the tricks of a gambler's life.

Were I the President of the United States I would recommend in my next message to Congress, a plan to consolidate railroad companies in the United States into one corporate body, with the capital stock of this body to be reinvested in a national railroad syndicate bank; with other branch railroad syndicate banks to be incorporated in every large city in America.

Railroad companies should call a meeting early in Chicago, as this is the key-note that will solve this great railroad problem. The press will voice it through the land.

AMERICA'S ELECTRIC FLYER.

THE BICYCLE WHEEL FOR THE LIGHTNING TRAIN—THE FLYER WILL
RUN 150 TO 200 MILES AN HOUR, FROM CITY TO CITY,
FROM THE ATLANTIC OCEAN TO THE PACIFIC.

By this elevated railroad device the bicycle wheel for the lightning train, the flyer, will run 150 to 200 miles an hour on the upper story of this elevated railroad device, and it will not add so very much more to the cost if both structures are built up together. I will barely mention a few of the new principles in the construction of the lightning train, its durability, its safety, and its speed.

First device Is in the construction and shape of a combination steel structure, which resembles the letter V. This structure is to be constructed on the third story of this railroad system, or over any public thoroughfare, street, ground or water surface. This railroad structure is to be held up in its place by a combination of steel columns. The engines, passenger and freight trains are supposed to pass through this combination structure.

Second device Is in the construction of its ten-foot more or less bicycle wheel, its broad heavy creased tires, its broad heavy

creased tracks, its steel axletrees, its steel cross-bars, its steel springs, all to be adjusted in a certain manner, and resting on the axletrees of the bicycle wheels that are supposed to be attached near and under each end of the cars and engine carriage.

The bicycle wheel is large to give the train tremendous speed, and it will have to run up through the center at each end of the cars. The wheel will be constructed upon a scientific plan, and will take up but very little room in the car. This room will be ornamental as well as an attractive feature inside of the train.

The side tracks or flat steel bars that are supposed to be fastened lengthwise on the letter V frame work will hold the cars and engines firmly in their place by the aid of wheels fastened to the outside of the car bodies. These wheels will prevent any friction or wear to the cars.

The trains will be held level by the cars resting on spiral springs, the spiral springs resting on small wheels that are used as balance wheels under the outsides of the car bodies. These wheels, and the wheels on the side of the cars, will not touch the tracks only when the trains are going around curves at tremendous speed.

Third device Is in the construction and the manner, the broad creased tracks are made and laid for the broad-creased tire, bicycle wheels to run on, and the way and manner the other tracks are laid and used for the balance wheels to run on. These wheels, hold the trains level. The creases in the broad tracks and in the broad tire of the bicycle wheel will give an adhesive power to the wheels, so the engines can stop short or draw a tremendous load, even up an inclined plane.

Fourth device Is in the construction and manner the electric engine and carriage are made and in constructing the tracks and bicycle wheels in such a peculiar way the wheels never can run off the tracks, and by having stiff spiral springs placed between the cars where the bumpers are, will prevent a sudden jar when the train stops or a sudden jerk when it starts; with a second spiral spring to be pressed against in case of an accident, so there need be no concussion or breaking of cars. No lives to be lost unless it was done by downright carelessness.

Fifth device Is in the construction and manner the flexible

steel passenger cars or carriages, and flexible steel freight cars are made, which are to be very light, not rigid, but *very strong*.

THE LETTER V DEVICE FOR ELEVATED STREET CARS.

This device will have no competition for elevated street travel, as it does away with all objectionable features that other elevated street railroads have. Its frame work can be made very light, yet strong out of spring steel, so it will obstruct no light. Its large bicycle wheel, its wide, smooth, heavy tire will make no noise. Its electric engine you cannot hear, its swift running bicycle wheel can be stopped in an instant and started in a second. Its spiral springs are placed between the cars in such a manner the train will make no noise when they stop or start, and this spiral spring will prevent a sudden jar or a sudden jerk.

By this device there can be no lives lost or accidents occur unless it was done by downright carelessness, as the wheels can never run off the tracks or the car never can be thrown from the axle-trees, as the steel frame work will prevent such a calamity and will make an accident from these causes an impossibility.

These still swift running conveyances over public streets and for building up suburban towns will charm the people and this device will be a welcome visitor wherever the flyer goes.

This flying device will have no competition in flying from city to city around the world, and it will ever be the people's favorite route, as this route will always be reliable and safe from accidents and the journey completed as tenderly as if the person traveling had been resting in an easy chair.

Such charming flying conveyances will defy all competition in traveling as it annihilates distances, brings the people near together. St. Louis, Cincinnati, Indianapolis, Springfield, Milwaukee, St. Paul, Minneapolis, Detroit and Cleveland would be comparatively speaking only a few minutes' ride from Chicago, New York City less than ten hours, California from Chicago in thirty-six hours; excursionists will fly around the world in the shortest space of time ever dreamed of by their old ancestors.

THE EXPENSE OF BUILDING AMERICA'S ELECTRIC FLYER.

The letter V frame work should be made out of spring steel, and strong so it will never get out of repair. All the steel frame work should be enameled so it would never rust or decay; its foundation should be one solid stone, then when it is once built it will last practically forever without having to be repaired,

which will make this device for railroading and for carrying on railroad business a grand triumphant success.

When this work would be all completed and ready for business, Chicago's flying stock company will have the happy satisfaction of knowing they have the climax of perfection in a flying device that never will have any competition, and a permanent structure and foundation for the flying train that will last practically forever without any great amount of money to be paid out for repairs.

Chicago's flying stock company should have their plant large enough to do the manufacturing business for these flying devices for all this western continent, if possible for all of America.

On the framework of America's electric flyer, or on the second and third stories of these elevated railroad tracks another device is under contemplation, to lay pneumatic tubes, that would propel by electric force Uncle Sam's mails from San Francisco to New York City in one hour's time.

THE GRAND OPPORTUNITY FOR THE WESTERN UNION

Is to encase their telegraph and telephone wires in pneumatic imperishable tubing that can be laid on either one of the second and third stories of these elevated tracks for the flying trains instead of having them strung on the expensive perishable cedar poles as they now are. All patent claims in the above devices are reserved.

BUSINESS MEN AND WOMEN OF AMERICA AND EUROPE INCORPORATE LONDON AND AMERICA'S NATIONAL RAILROAD SYNDICATE WITH \$1,000,000,000 CAPITAL STOCK FOR THE NEW DEVICES.

Railroad companies, capitalists, business men and women of America and Europe, organize and get on the ground floor of these gigantic railroad projects.

If the railroad companies do not want to engage in the enterprise now is the golden opportunity for other capitalists.

CHICAGO'S TWELVE SOUTH SIDE UNION PASSENGER AND FREIGHT DEPOTS ARE TO BE BUILT TWENTY-FIVE STORIES HIGH, WILL NOT NEED REPAIRING, BURN OR DECAY IN ONE HUNDRED YEARS.

It might not be out of place to make a few suggestions concerning the construction of these two famous depots. The day is not far distant when brick, mortar and stone will not be used for residences and public buildings, except for foundations, first stories, and for partition walls in blocks.

These two famous depots as well as every permanent im-

provement of a similar character in Chicago, should be constructed on a basis of one hundred years' durability. The additional costs for constructing buildings for permanency, convenience, health and comfort is comparatively nothing when you estimate the enormous sums of money that is paid out every year on ordinary constructed buildings for repairs. Such expenditures would not have to be borne by the people if all the private residences and public buildings was constructed upon a device for hundred years' durability. This is not all the advantages that would be gained. Chicago alone would save millions of dollars that is now lost by fire and is paid out for insurance and in repairs, by building improvised structures and for making improvised improvements, that last only a short time and always out of order. These are very important questions for railroad companies to solve and for business men and women in large cities to take into serious consideration.

TEN AND FIFTEEN-STORY STRUCTURES

Are no longer experiments in Chicago. They pay the landlord or companies who build them large incomes. The upper stories rent quite as well as the lower stories, and are far more pleasant, especially when they are finished as these two depots are proposed to be built, absolutely fire-proof and healthful in every particular. These two famous depots are to be constructed on one hundred years' durability, without an inside plastered partition or an outside solid stone or brick wall.

The device for constructing these two famous depots consists in furnishing material that will not burn or decay by age, and the manner the material is formed, and the way it is placed in the two depots constitutes the new principle for building permanent structures that will last practically forever, with only a trifling expense for cleaning house occasionally.

THE FOUNDATION STONE IS TO BE ONE SOLID ROCK.

It is proposed to have large, heavy, enameled granite columns, resting on this solid rock for the foundation of these two depots, then these granite columns will hold the depots so firmly in their place they will not settle a particle in one hundred years.

The large, heavy, marbleized granite columns for the three lower stories will give a grand, imposing solidity effect to these

immense structures that will command the admiration of the world.

THE OUTSIDE WALLS

Are to be mostly heavy plate glass set in enameled steel frames, between the enameled steel and the marbled granite columns.

BAY WINDOWS.

Tiers of beautiful designs in different styles of bay windows will be made from the lower to the top stories on the four sides of these two structures.

THE OUTSIDE TRIMMINGS AND ORNAMENTATIONS

Will be pressed ornamentations in copper plate, decorated in many designs, style and color with enameled tiling and marbled stone. Such grand and beautiful decorations for the four outside walls of these two famous depots will be the pride and glory of the great west.

THE INSIDE NINETEEN UPPER STORIES

Are intended to have plain and fluted ornamental, enameled steel columns for the insides of these two immense structures. These plain and ornamental columns are to be placed directly over each other from the foundation stone to the top of the buildings.

THE STEEL FLOOR JOIST

On any of the stories need not be very heavy as the weight of every story is held up separately on the columns that hold the structures up. Those columns need not be necessarily very large as they are to be set directly over each other and are braced every way by inside steel partitions, which will make the entire structure firm and solid as a rock.

THE CEILINGS AND FLOORS.

The ceilings and floors are supposed to be covered with enameled tiling, finished in decorative high art style. The coloring for each story will only vary in different shades of soft beautiful tints. The tints of the coloring in these different stories are to have distinguished names of the prominent ladies of the world.

MIRROR AND GLASS DECORATIONS.

For some of the most important stories the partitions and ceilings are to be decorated in different designs of cut glass mirror plates set in beautiful ornamental panes. Wherever there is

a change made in decorating, the entire story should be finished in the same design.

IN THIS NEW DEVICE

There will be no hallways; every passageway in the different stories will be known as avenues, and will have distinguished names. These avenues will be like grand promenades and very attractive. There will not be as much as a wood door or wood window frame in the whole structure; everything in the shape of a partition, door or window will be plate glass set in an enameled steel frame, or enameled fire-proof materials, which never will require painting or decorating, only dusting off occasionally.

A PERFECT SYSTEM OF VENTILATION

Would be had by devices that would by suction pipes force the impure air and dust outside and draw the pure air inside. Such devices would always keep up a perfect system of ventilation. This device is fully explained hereafter.

No painting or decorating ever to be allowed *on the outside or inside of these two famous structures*. It will not be necessary, as every particle of material that will be used in the construction of these two famous depots will never require any more ornamentations, unless it would be to gratify some fastidious persons' taste, as the ornamentations will be simply grand and perfect when completed; not a particle of the material can be burnt or will decay by age.

THESE DEPOTS WOULD BE BURGLAR AND FIRE-PROOF.

All kinds of merchandise, even jewelry and diamonds, would be as safe by honest watchmen stationed on each story, as they would be were the goods locked in a burglar, fire-proof safe, for there is nothing to burn or for the burglar to hide behind, everything stands out in broad daylight; each apartment is separated by frosted, colored or plain plate glass partitions, set in steel sash ornamental frames.

THE CLIMAX OF GRANDEUR IN ALL THAT IS BEAUTIFUL.

The climax of grandeur in all that is beautiful may or may not be located on the upper story of this famous union passenger depot. If there is to be anything more than offices, let it be Chicago's famous opera house. This opera house will be expected to outshine anything of the kind in the world for its grandeur and perfection, with the largest dancing hall for the young people of Chicago to amuse themselves in healthful re-

creation, public art galleries, public and private reception parlors that would be grand enough to entertain the queens and kings of Europe. The ceiling of these upper stories should be beautifully decorated with all manner of devices in spangles of artistic cut glass illuminated by the *famous* Edison electric transformation scenes with its billions of electric rays in its ever changing colors; such grandeur and elegance would be the admiration of the world.

THE UPPER STORY OF THE UNION FREIGHT DEPOT,
To be known as Chicago's South Side railroad syndicate auditorium galleries, where private and public business can be transacted on a large extensive scale; where public gatherings can be accommodated as they cannot be in any other building on this continent.

WHY SHOULD NOT CHICAGO'S RAILROAD SYNDICATE make these two depots the model office structures of America? And for the advancement of civilization in social culture, and let the memorial stand forever a monument for Chicago's enterprise. These permanent structures would be the wonder of the world, where \$41,040,000 a year would be coined for rents alone by the twelve South Side railroad companies, without any expense for repairs and still have room enough left to carry on the largest railroad business on this continent.

Why should not Chicago's South Side railroad syndicate build these two famous depots, so magnificent and grand, when every dollar that is put into them will add to their popularity and attractiveness. With all this attractiveness the great investment would almost pay for itself in rents every year.

By the city of Chicago adopting this practical scientific plan for carrying on the city's business, Chicago would not require ten miles square to accommodate all the business interests for a city of ten million people, such accommodations would give them every luxury that could be desired in performing the daily vocations of life.

CHICAGO'S SOUTH SIDE RAILROAD SYNDICATE.

The South Side railroad companies should organize their syndicate and have their architect draw the plans, and get out the working drawings *at once* for the enameled stone and enameled steel columns, and enameled outside steel frame work for bay windows from foundation to top story, with the enameled

tiling for ceilings and floors, enameled hollow steel doors and window frames, enameled corrugated steel, or slate roofing, and place these orders *at once* with all the different sizes of plate glass for the two depots. These two depots can be all put up and completed in six months after the foundations are all in and the material on the ground.

It will not take one-half as long to build permanent structures where only three or four kinds of material are used. This is a great advantage especially when these three or four materials are of a durable character, that will not lose in value by age, get out of style or decay, which makes it possible to have such permanent material kept in stock, and can be ordered months, or even years, ahead.

By this device for building permanent structures on one hundred years' durability, it will not take, by practical methods, to perform the labor by skilled workmen, only a few months to put up these two famous depots, as every piece is fitted to go in a certain place, and by certain devices it can be placed there rapidly by skilled workmen.

There is not a particle of doubt but these two structures can be completed in less than one-half the time they could be built by stone, brick and mortar, and the inside finished in wood, with plastered walls and ornamental ceilings. Such structures are worthless affairs and liable to burn any day, and will cost a fortune to keep in repair and insured, whilst these two depots will cost nothing comparatively for insurance and for repairs in one hundred years. The syndicate would save at least two to three million dollars, perhaps more, in cost and time, that would be saved in constructing such permanent depots instead of constructing them by the old methods of building.

Here is another great advantage in building high, permanent structures, where the inside finishing is nearly the same on the different stories, all the material is got out by one measurement, and is the same material which makes each story a duplicate of the other. The duplicate system is a very rapid method for constructing buildings. This same device will be carried out for constructing the twelve sets of elevated railroad tracks for the twelve South Side railroad companies of Chicago.

By this rapid system of duplicate work it will not take but a very short time to build the twelve sets of elevated railroad

tracks for the twelve South Side railroad companies; after the foundations are in and the material is on the ground work can be commenced all along the lines at once, and the cars all running by May 1, 1893. I might say in eighteen months.

PERMANENT STRUCTURES AND IMPROVEMENTS FOR THE CITY AND
COUNTRY ARE TO BE THE CROWNING GLORIES
OF THE 20TH CENTURY.

Such permanent improvements are *practical industries* and would save the people of Chicago during the next century millions of gold dollars. These suggestions are worthy the consideration of the officials of Chicago and ought to be adopted by the people.

I am fully aware there are many honorable gentlemen in Chicago who would prefer to have the improvised improvements made so they would cost less. Such improvements are very soon out of repair and are a continual expense to the people. Should any one doubt this assertion let him or her take a drive and ride all over the city and see the enormous number of structures in the city going to decay, many of them entirely worthless, and are really a damage to the adjoining property. There should be a law passed that every building in Chicago should be constructed upon this permanent basis so they would last practically forever.

'Tis true our modern structures are a little improvement over the older style of buildings, yet it does seem as though our architects have not given the people anything new. They have been dreaming all these years of the great achievements acquired by the ancient architects of the old world, and they seem to continue to live in the atmosphere of their glory, and have traveled all over Europe to resurrect their old, musty designs of architecture, never dreaming civilization has advanced, and the race is living way beyond the old ancestor's methods of doing business, and why should not the people who are living in the evening of the nineteenth century have modern architecture for their homes and places of business?

The people have learned by dearly bought experience that carved stones, brick and mortar, plastered decorative walls, ceilings, carpets, floors, papered walls, ill ventilated apartments,

are unhealthy habitations to live in, as they breed disease and are the promoters of death.

Our modern architecture resembles somewhat the style of the ancient pagodas of India. By comparison they are tame and inferior, not one-tenth as grand and imposing structures as the pagodas are; in one respect our modern public buildings are like the pagodas, they have no light, ventilation, comfort or convenience; mostly carved stone, brick and mortar.

This picture may seem overdrawn. Let us compare it with some of our elegant stone and brick residences, also with very many of our public and private buildings that our modern architects call grand and imposing structures. To illustrate, we will take our city hall and government buildings, with many other public and private buildings that are now built and being completed. Most of them, with very few exceptions, are like dark, dismal dungeons, without very much light, air or ventilation; except that they have no cross bars of iron before the windows. Such apartments our modern architects have provided for our able bench and bar to hold courts in, and offices for the city, county and government officials. To spend one-third of a person's life in such ill ventilated, unhealthy apartments, is not to the credit, to say the least, of modern architecture.

Were I an architect and lived in the blaze and glory of the nineteenth century, I would cast away the worthless copy and build for myself a new design, my own creative thought of modern architecture. The principles governing the laws of health would be the foundation stone upon which I would construct my earthy temple, always keeping in mind health, comfort, convenience, and a structure that would not burn, or decay by age. My greatest ambition would be to excel, and I would not leave a stone unturned until I had many permanent, healthful structures built in Chicago for my exhibit at the World's Fair in 1893. Chicago architects then might well be proud of the crown of glory they will surely wear; the prize medal of honor they will surely win for their grand and noble enterprise. Then the old world would come to the new, to Chicago, to obtain their models and designs for their public buildings and their homes that will prolong the years of longevity in the race so man and woman will live double the years they do to-day.

MOSHER'S DEVICE FOR CONSTRUCTING IDEAL HOMES FOR THE CITY
AND FARM WILL INCREASE LONGEVITY IN THE HUMAN FAMILY
DOUBLE THE YEARS THE PEOPLE LIVE TO-DAY.

There is not a particle of doubt, by constructing our homes as well as our places of business, with material that will not burn or decay by age, will increase the longevity of human life double the years the people live to-day, and will save the race from being mortgaged from generation to generation, with throat and kindred pulmonary diseases, rheumatism and neuralgia, that bring to the human family untimely suffering and premature deaths.

By this device the people will construct their houses on one hundred years' durability, the same as contemplated for the two famous depots, with a system of perfect ventilation to purify the air and drive away disease. By this device the loving wife and fond mothers will never have any more worry and anxieties in taking care of and providing for necessary furnishings for the inside or outside of these *ideal homes*, as everything that enters into their construction will last, practically, forever. By this device the wife and prudent mother will not be afraid to have the bright, shining sun shine into their apartments and drive away disease, as there will be only light, cheerful rugs required for the floors; no more need of costly carpets, tapestries and home decorations to spoil and wear out, no more fire insurance policies to pay for as the buildings cannot burn.

By these ideal homes there will be no more slaving work that will have to be done by our mothers, wives or daughters. Life is too short; time is too precious to spend it in such a miserable way as cleaning house, taking up carpets, decorating our homes once or twice a year, as all good housekeepers have to do.

READER,

Did you ever stop to think and reflect for one moment, that all the daily toilers in this beautiful world are at work TO-DAY in getting the material ready; to plant the seed to sell the corn; to sow the wheat to support the man and woman who are toiling by day's work, to furnish the material to manufacture all these unnecessary luxuries of life that are to be dispensed with during the next century. *Thank God* there will be but a few years more of such useless work as the people are called upon to-day to

perform to earn money, to purchase all these unnecessary luxuries of life, that can be so easily dispensed with in our scientific, practical ideal home. Then it will be a healthful pleasure as well as a delightful pastime for our cherished mothers, wives and sisters to perform the daily duties of life in the ideal heavenly home on earth.

By this same device, it will be a delightful pleasure, a healthful pastime and recreation for our business men and women to spend six and eight hours a day in the daily vocations of a business life, in these modern constructed, permanent business buildings, that are designed, planned and built expressly for health, comfort, convenience and for solid enjoyment, where it will be a pleasure instead of a worrying task to perform the daily duties of a business life, when such scientific, practical industries will be provided for the people. Then our beautiful world will be a paradise, an earthly heaven for men and women to live in.

It really is a wonder this device for building permanent structures has not been adopted by enterprising architects long years ago, no doubt would of been had they not been ransacking Europe for the old master's designs (stealing their thunder), instead of creating a new model adapted to the wants and needs of a more enlightened civilization.

THE IDEAL HOME.

ITS CLEANLINESS, HEALTHFULNESS AND DURABILITY.

Its foundation stone is a solid rock and will stand forever; its entire frame work is enameled steel. This enameled steel frame work forms the shape of the rooms, halls and structure. Between this steel frame work are to be set hollow, ornamental enameled tiling in beautiful colors and designs. This enameled tiling is for partitions, ceilings and floors. The outside walls are to be enameled stone, enameled hollow tiling and plate glass set in enameled steel frames, copper for cornices, trimmings and ornamentations. The window and door frames are to be made out of hollow, enameled steel, or wood veneered over with sheets of zinc, copper or steel plate, enameled in the natural colors of ornamented wood and marble. These veneered decorations are to be used on inside and outside window casings, door frames, cornices, and on inside ceilings and side walls.

These walls and ceilings will represent by these veneered decorations the beautiful landscape, works of art from the old and new masters imitating all designs of wood, marble and relics of interests. The dining-rooms to have the forms of all kinds of game, pressed out, and painted in natural colors, fish, bear, deer, bullock and rare birds of beauty. The bath-room, the water nymph and beautiful children bathing. The library rooms portraits of great men and women. The memorial gallery family portraits, works of art, souvenirs and remembrance of friends.

Where this enameled material on window and door frames come in contact with other enameled material, use rubber ribbon between the two materials, so there will be no friction or wear. By this device a perfect water and air tight connection will be made. Use the same device in setting the glass. have rubber ribbon between the glass and enameled material. This will make the glass have a soft bed to lie in that water cannot penetrate through. This device will make every room in the structure not only water but air and dust tight, and by the medicated ventilating fresh air device for ventilating the apartments this device will draw out of every room every particle of dust and impure air which will make every room in the ideal home a paradise to live in.

ORNAMENTAL GLASS AND MIRROR DECORATIONS.

For the more elegant home, ornamental colored glass and mirror decorations are to be set in beautiful designs of raised ornamental panels, frames adorned with colored porcelain, climbing vines, and beautiful roses in natural colors.

These panels are to be set in the ceilings and side walls, for high art decorations in the blue, pink and canary rooms. The furnishing and furniture in ideal homes are to be selected by cultured, high art artists. Then the decorations will match perfectly in color and style with the different ornamentations presented. Such artistic ornamentations and furnishings as is anticipated for the ideal home, will not only make the canary, pink and blue rooms charmingly beautiful and picturesque, but every room in the ideal home will be displayed in the highest style of art, elegance, beauty and durability.

There is not a lady on earth but what would go in ecstasies and delight to behold in her home such perfection, beauty and

durability combined. Her phrases would be continual for the ideal home and the little work it would take to keep it clean and in perfect order. These permanent ornamentations that will not wear out or decay, are only a small part of the attractions of the popular modern home.

PERMANENCY, LABOR-SAVING AND ARTISTIC MERIT FOR CULTURE
ARE THE GREAT ATTRACTIONS FOR THE IDEAL HOME.

The ideal home will contain libraries of useful books, reading-rooms, music halls, art galleries, intellectual training schools for educating the family circle in the three crowning accomplishments of life in literature, music and art. With these cultured blessings, training schools in practical industry are to be taught and the best methods how to make money, and the best way to spend it, to advance the great interests of humanity on the higher plain of life, this is the chief end of man.

THE GRAND AND BEAUTIFUL ILLUMINATIONS
will be vividly portrayed in the exterior and interior of ideal homes, by the Edson's famous electric illuminations, with his billions of colors of ever changing rays of light to adorn and beautify. These illuminations and adornments can be enjoyed in an instant at any time in every room and on the outside of the structure simply by a gentle touch of the electric bell. By this gentle touch the ideal home can be illuminated in a blaze of glory, with the most charming soul-inspiring picture ever beheld by mortal eyes. The same gentle touch will set musical instruments a-playing with the sweetest melodies of music that the ear has ever heard, such music halls, for studying music, such libraries of useful books, such galleries for studying art, such training schools for education will fill the brains of the children with intellectual culture, the earth with noble men and women. This would be glory enough for one generation.

HOUSEKEEPING MADE EASY IN THE IDEAL HOME.

By the following device for cooking, washing, ironing, ventilating and heating the rooms in the ideal home will make house-keeping a pleasure and passtime, instead of a laborious, worrying task.

The device consists in building a small outdoor storehouse a few rods from the ideal home, that will hold a few barrels of kerosene oil, and large enough for a general storeroom, such as

every family wants, and place upon a certain elevation in this storehouse a barrel of kerosene oil, or any number of gallons, above the level of your cooking range in the home and above the level of the furnace in the engine-room, which is to be situated between the storehouse and the ideal home.

From this kerosene barrel in the storehouse the range is heated that does the cooking for the family, as well as to furnish the heat in the furnace room that generates the steam power that runs the engine and machinery to heat the house and to do the ventilating, washing, ironing and all the tiresome, hard labor that has to be done in housekeeping. The same device will make the butter and cheese on the farm, and pump the water into the reservoirs for the house, stable and barns. Such improvements in the ideal home will cost but a very small sum of money every year—not one-half what stoves and furnaces would.

VENTILATING PURE AIR DEVICE FOR THE HOME OFFICE AND
BUSINESS STRUCTURE.

This is a wonderful invention for driving away disease, for building up healthy tissues in the body, and increasing the longevity of the race beyond three score years and ten.

By placing the medicated ventilating device in every home, office and store, will draw out of every home, office and store, by suction power through pneumatic tubes, the impure air, the germs that breed disease and death, by the reverse suction power will draw in from the outside the pure air of heaven which will produce a circulation in every room in the house, in every store and office in the ideal structure.

MEDICATED AIR AND PERFECT VENTILATION WILL PREVENT AND
CURE MORE DISEASES THAN MEDICINE.

By this device the air we breathe in our homes and places of business can be medicated with life-sustaining properties, perfumed with fragrant, sweet-smelling odors, that will purify the blood and assist nature in making healthy tissues free from disease. By constantly breathing this invigorating medicated air through the lungs will make pure blood, vigorous life in a strong, healthy body.

THE APARTMENTS WILL BE HEATED BY THE SAME SUCTION POWER, Drawing in the heat from the furnace-room, that is to be constructed on the outside of the ideal home.

INCORPORATE CHICAGO'S IDEAL HOME CONSTRUCTION COMPANY.

No doubt Chicago's Ideal Home Construction Company could receive orders as soon as such a syndicate could be organized. Ideal homes, business blocks and business buildings in cities and country, could be contracted for and furnished throughout complete in the highest style of art from samples, designs and plans, the orders filled on short notice direct from the factory. Such practical ideal homes and business houses, constructed upon one hundred years' durability, that cannot be set on fire, that will practically last forever without being repaired, such a device must commend this new principle in building to every intelligent person.

PERMANENT MATERIAL FOR THE STRUCTURE.

As all of the material is of a permanent character it can be kept in stock without waste by decay and it never will get out of style or out of date. The glass can be kept in sheets, the enameled tiling in quantities. The steel in bulk already to cast to fill an order on short notice. For certain popular styles of structures even the enameled steel and the entire structure could be kept in stock, the order filled at once, the structure completed ready for occupancy in a very few weeks from the time the order was given.

FRIENDS AND FELLOW CITIZENS,

what more could be desired than to have all these improvements in Chicago and all the internal improvements of every kind, sidewalks, sewers, water and gas mains, in our city rebuilt upon this plan of one hundred years' durability. Imagine, if you can, a city made of material that will not wear out or decay, without having to be repaired, without expenses for fire insurance, without dirt or filth, to breed disease and death, with every building constructed for the people upon steel clad rules and regulations, for promoting health, comfort, convenience and durability.

Upon this plan our famous city could well afford to rebuild Chicago the *third time* upon this new device principle of one hundred years' durability, and on this famous one block device system, sky-scrappers, as some of our old fogies would call them. Little do these ancient gentlemen realize that the air above the ground where they breathe is worth far more in the business

part of Chicago to the property owners than their grounds are now worth, buildings and all. These old played-out buildings, even the new ones, will pay only a small income on the investment after the taxes, repairs and actual expenses have all been taken out. By this new device there will be no expense account for repairs or for insurance. The extra amount of rents received and the expenses saved in twenty-five years, will pay for tearing down the old structures and for building the new ones, with life and good health prolonged double the years the people will live in the old buildings. This is no exaggeration or visionary dream but is worthy the consideration of the business men and women of enterprising Chicago.

PRESIDENT AND OFFICIALS OF THE WORLD'S FAIR, SAVE THAT
\$10,000,000 FOR THE PEOPLE.

Would not the officials of the World's Fair and the officials of the different states and territories do well to consider this new principle and device for building permanent structures on the plan of one hundred years' durability.

By constructing the World's Fair buildings out of material that is imperishable, that will not burn or decay, this imperishable material can be easily taken down without being damaged for a small expense, boxed and removed to any part of the city, state or country, and put up again with the World's Fair exhibition just as perfect and permanent as the structure was in the first place.

By this device the states and territories will have their World's Fair buildings and exhibits for historical "souvenirs" of remembrances of the great International Memorial event, that occurred in Chicago in the history of the world in 1893.

This device would be a great triumph in architecture, and would save at least 50 to 75 per cent of the millions that the World's Fair buildings will cost the people.

By this device Chicago's World's Fair syndicate could construct all the exposition buildings in six months after the orders were given to construct them. This same syndicate would bind themselves under heavy penalties to remove these permanent structures to any part of the globe, and put them up again as perfect as they were in the first place.

America's National Ship Canal.

WILL SOLVE CHICAGO'S SEWAGE PROBLEM AND WILL MAKE ILLINOIS
THE GREATEST MANUFACTURING STATE IN AMERICA AND
IT SHOULD BE CONSTRUCTED AT ONCE BY A
CHICAGO AND LONDON STOCK COMPANY.

America's national ship canal is, too, to be constructed on one hundred years durability, and will not leak or get out of repair unless it is done by downright carelessness.

This canal is to be built by a new device and on an entirely new principle for conducting water through canals and for building dockages and harbors.

This device consists in making solid stone for the bottom and embankments of this famous ship canal where it passes over low grounds, creeks and rivers. It would not be necessary to use this device in no other place along the route.

This solid stone for the embankments and bottom of said canal will become like one solid rock, and this solid rock is supposed to rest upon the solid earth for its foundation.

FOR THE OUTSIDE SUPPORTS OF THE TWO EMBANKMENTS
Use stone, and cement them together in such a substantial manner they will become like one solid rock.

USE HEAVY STEEL KNEE BARS

Embedded in the stone cement for the corners in the bottom of the canal. Have these heavy bars run pretty well up the embankment and across the bottom of said canal. As they will add great strength and will cause the canal to resist a tremendous pressure, and will add a permanency that no other device could give to a canal structure.

In this device, there is planned to have several gates along the route to shut off the water in the canal, in case of an accident or an emergency, so there will be no damages to pay for by an overflow of water.

THE GOVERNMENT SHOULD DREDGE OUT LAKE CALUMET FOR THE
EASTERN TERMINUS OF THIS SHIP CANAL.

The government should dredge out Lake Calumet large enough to make a harbor equal to two or three miles square, as this will be the safest and most important harbor on this western continent, and is the proper location for Chicago's shipping inter-

ests and is so situated it can accommodate the growing shipping business of the northwest. Around this harbor inland ship canals can be dug into the main land along the east shore of lake Michigan. Along these ship canals and around this harbor Chicago would build her immense warehouses, large enough to carry on the shipping business for this western continent, and for a great national inland seaport, where ocean steamers from all parts of the world can find a safe harbor. This harbor would be a favorite place for these ocean steamers to exchange by the treaty of reciprocity their merchandise for the products of this western world. All of this can be accomplished for the people by this famous waterway route to the Mississippi river-

From this harbor of Lake Calumet construct America's national ship canal on a cannon ball line to a certain place along the Mississippi river where the water would be several feet below the level of Lake Michigan, so there would be a steady flow of water from Lake Michigan into the Mississippi river.

Nature has done well her part for this great national enterprise as there would be no place along the route, where the embankments for this canal would have to be more than fifty feet high and this embankment would be short, there would be many other small embankments along the route.

This cannon ball line would run in a southwesterly direction from Chicago and would strike the Mississippi river near or at Rock Island, the exact cost for building it could be correctly estimated after the survey's had been made.

Wherever there would be embankments to build up, there is plenty of good material close at hand to make them, and by practical methods and well constructed devices such work can be done very rapidly, and as before suggested, this canal should be constructed on a *permanent basis* of one hundred years durability without having to be repaired and it will cost only a little more money in the first place to build it on this permanent basis.

These embankments are money making devices, where the most profitable and practical manufacturing industries can be inaugurated and sustained for the people, not for a few years, but for all ages to come. During the next century millions upon millions of dollars will have been created by this famous canal.

Its productive resources have no limit for earning money, besides transporting the million of tons of the products of the country by the cheap water-way route to the market places of the world.

The location selected for this national ship canal makes this great money making power possible and a very profitable and a permanent investment to the stockholders who will be lucky enough to own the stock that builds the canal.

There is not a particle of doubt, but there would be before the twentieth century at least one million of skilled mechanics permanently located, with steady employment living in the manufacturing cities and villages along the route of this famous canal from Chicago to the Mississippi river. Wherever there would be embankments there you would find prosperous manufacturing cities and villages. These villages will extend along these creeks far down the valleys of Illinois. Upon scientific principles this famous water power device can be used over and over again for manufacturing purposes and in irrigating the land before it reaches its level, the father of waters.

THESE FAMOUS WATER POWER PRIVILEGES

should be rented to the people at a very low rent on ninety-nine years' lease. This rent would bring a tremendous income to the syndicate and would pay a fair rate of interest on the investment.

INDUCEMENTS TO MANUFACTURES FROM ALL PARTS OF THE WORLD.

The great inducement to manufactures would be, they could centralize their manufacturing industries along this cheap water-way route convenient to all the market places of the world. This is not all the advantages that would be gained, their establishments would be surrounded with immense farming industries, right in the midst of the Garden of Eden where all the living expenses for the home and family comforts could be purchased from first hands the producers, as well as all the material that has to be used for manufacturing, such as lumber, wood, coal, iron, copper, lead and all kinds of mineral ores are at the very door of these manufacturers and could be purchased at first cost. Such advantages with cheap water power privileges would defy the competition of the world.

DURING THE NEXT CENTURY.

During the next century by this famous canal the taxable property in the great State of Illinois will be increased at least

one hundred million dollars, with a continual revenue pouring into the State treasury and into the peoples' pocket books and into the bank account of the projectors of this national enterprise.

CHICAGO'S SEWAGE PROBLEM SOLVED.

The city of Chicago could well afford to pay this syndicate two to three million dollars every year for the privilege running her immense sewage through this canal. The State of Illinois could well afford to pay five million dollars and the government ten or twenty million dollars as an endowment fund towards the construction of these great national enterprises.

AMERICA'S NATIONAL SHIP CANAL SYNDICATE

Should construct the eastern branch of this national ship canal from Lake Michigan to Lake Erie. This short cut would shorten the shipping industry from the western states to the seaboard many hundred miles and save many days of valuable time, which is money.

CHICAGO'S RIVERS TO BE ABANDONED AS A NUISANCE AND
\$50,000,000 SAVED TO THE PEOPLE.

If these great national enterprises could be constructed as suggested, Chicago rivers could be abandoned as nuisances, as nuisances they are, and damaging to property interest and the future growth of Chicago. With these rivers abandoned, Chicago could lay her sewage canals in the bottom of the two rivers, and conduct the sewage through them into America's National Ship Canal, and fill up the river beds. The street frontage that cross the two rivers inside the city limits, would bring in the market at least \$50,000,000. This would pay a large portion of the cost for building America's national ship canal. Then there would be no more west, north, south or east side of Chicago—one continuous city from limits to limits, and all property values increased one hundred million dollars. Real estate men, figure this problem out; give Chicago your estimate of this great international improvement, and the value of the street frontage across the rivers inside the city limits.

BY A PETITION A MILE LONG IF NECESSARY.

The great State of Illinois and the city of Chicago should send a petition to Congress, a mile long, if it was necessary, praying Congress to have the Supreme Court of the United States re-open the case governing navigable waterways and small rivers

like the north and south branch of Chicago river, which has become insufficient, and is altogether too small, to carry on the great shipping business for the great growing west.

Everybody will admit Chicago river has done well her part in building up our city in the years that have passed and gone, and was indispensable, and has made Chicago a great and prosperous city.

The immense shipping businesss along our western lakes and the increasing demands for shipping facilities in our city of 1,200,000 people cannot possibly be allowed to go to decay by having inferior shipping facillties, especially when Chicago has such grand opportunities to have the best shipping facilities on this western continent. Such shipping facilities as Chicago can possess will encourage to our shore the great shipping industries of the world, simply by the government dredging out Lake Calumet for a harbor and by making inland ship canals, as before mentioned, along the east shore of Lake Michigan, and by digging America's national ship canal.

A CHICAGO AND LONDON STOCK COMPANY

Should be organized at once to promote this great international enterprise, and to purchase all the worthless swamp lands and low ground in Cook county and the north-east corner of the low lands in Indiana and along the route to the Mississippi river, as this ship canal will drain all of these low grounds and transform these worthless swamps and sloughs into a Garden of Eden, and have this great money-making device for the people completed by May 1st, 1895.

With these national practical industries that are mentioned in this book are carried out, then America will go out with the 19th century in a blaze of glory for their enterprises and successes that have been established for the people and by the people.

A GREAT MONEY-MAKING PROJECT

FOR WHOLESALE MERCHANTS AND MANUFACTURERS TO CHANGE
THEIR WHOLESALE STORES INTO RETAIL STORES.

The only practical location for Chicago's wholesale merchants' and manufacturers' warehouses is outside of the city limits, on acre land, instead of the two, three and five thousand dollar per foot property.

Here on this virgin soil is the grand opportunity to lay out a perfect system of warehouses, not only for the wholesale merchants and manufacturers of Chicago, but the merchants and manufacturers of the whole world can have their western storehouses located here, as Chicago is destined to become the great central distributing city on this continent. Just as soon as this city of wholesale warehouses could be established outside the city limits the wholesale merchants and manufacturing establishments in the central portion of Chicago could be transformed into elegant, large and commodious retail stores and jobbing apartments, with the upper stories reserved for wholesale sample displays, and salesrooms, where samples of every kind of merchandise that are stored in the city limits' warehouse can be exhibited to the best advantage.

In these apartments the wholesale mercantile business of Chicago will be transacted, the sales telephoned to the manager of the wholesale warehouse at the city limits where the goods will be selected, boxed and shipped direct to the customer, without any delay in hauling the goods to the depots, and without any expense of hauling the goods from the freight depots to warehouse.

BY THIS DEVICE

The wholesale merchants would rent their wholesale stores for retail stores and jobbing apartments, and would save an enormous expense account in keeping a large stable of horses, harnesses, wagons and employes to receive and deliver the goods. This heavy teaming will save very much of the wear and tear of the streets and relieve the overcrowded, congested thoroughfares, and the device will be to all parties interested a great money saving and money making improvement that the city and people cannot afford to lose the opportunity of obtaining.

BY THIS SYSTEM OF WAREHOUSES

The wholesale merchants' warehouse will be connected by ele-

vated side tracks with all the main trunk line roads that are in the combination of this one block elevated railroad system. This combination will embrace every railroad company that runs cars into Chicago, and there is no railroad company that could afford to be out of this combination; if they were, they would soon cease to do a profitable business. The centralization system for conducting and carrying on large or small business transactions will defy the competition of a single competitor though he is worth millions; all his money would be lost in fighting the governing controlling power of centralization.

THIS GREAT CENTRALIZING POWER IN MONOPOLIES

In the end, is not going to work to the disadvantage of the people. On the contrary, it will work out a more perfect and economical system for carrying on all the great business industries of the country. These powerful monopolies are bound to give the people cheaper and better accommodations, cheaper and better materials, cheaper and better articles of every kind that the people have to purchase and use. This certainly is a grand and noble improvement over the old methods in conducting business single-handed or by small companies. By the old methods it used to cost the people more and they would have inferior articles and materials to use to what they have now.

There is not a particle of danger in monopolies.

THE PEOPLE WHO CREATE HAVE THE POWER TO REMOVE.

Whenever these monopolies cease to do right and just by the people, the same power who created them has the undoubted right to remove. The people are the great power in America that stands behind the throne and will compel powerful monopolies to obey honest and just laws as soon as they would single individuals. This is true republicanism in a republican government, but it would not be in a monarchial government.

With this money making device inaugurated, the railroad industries centralized, America's national ship canal constructed, with the other improvements suggested in this little book, will give a tremendous boom and stimulus to business in every kind of industry. These enterprises will double the population in Chicago before the nations of the world celebrate their 1,900 birthday anniversary. I am most respectfully the people's co-worker in public improvements,

C. D. MOSHER.

Education is the Defender of Humanity.

THE SAFEGUARD OF THE NATION.

CHICAGO'S MEMORIAL HOME AND TEMPLE OF ART

IS TO BE THIRTY STORIES HIGH AND WILL HAVE THE
GRANDEST OBSERVATORY ON THE GLOBE

THIS TEMPLE

IS DEDICATED TO THE LADIES OF CHICAGO AND THE
PROMINENT MEN AND WOMEN OF AMERICA.

Chicago's Memorial Home and Temple of Art is to be erected for the advancement of intellectual culture in the three crowning glories of life—literature, music and art, and a home where representative men and women can work together for the good of humanity, a home where members of different professions can meet on social grounds for mutual gains—clergymen, bench and bar, officials of railroad companies and the officials of all prominent industries, physicians, editors, bankers, merchants, manufacturers, associations, prominent men and women who hold public trusts in the leading industries of the nation, all are included in this noble work for the upbuilding of character, for bettering the conditions of the human family.

In the memorial home all representative men and women can meet in the various apartments set aside for them, and discuss measures for the public good, exchange ideas, develop new thoughts, which will broaden their visions and enable them to cope successfully with the problems of their commercial lives, and conduct honorably and profitably the various callings they may be engaged in.

Let the Memorial Home become distinguished for its open doors, for its good work performed, not only for the three crowning glories of life in literature music and art, but for the advancement of practical industries that support families and builds up the nation.

Let the memorial stand forever for a home where the shining lights of earth, the leading spirits of the world can assemble together and discuss all public and private questions that are continually coming up, in a city government, state and nation.

Upon this rock have the ladies of Chicago and surrounding

country build this grand memorial structure as high as Heaven, as lasting as the human heart, and let it stand through eternity the intellectual heavenly light, the Mt. Vesuvius in sowing good seeds, in reaping great harvests of noble souls, created and made more beautiful by an intellectual life. This undying love for the human family will bring at the last day to the promoters of good deeds sheaves heavy laden with the golden wheat that will grow again in heaven.

Have the memorial home become the council chamber, the assembly rooms, where the good people of Chicago of both sexes can congregate and germinate new thoughts and ideas and to formulate just and righteous laws that will govern and control the people of Chicago and this nation.

The memorial home is to contain not only these great educational advantages, but it is to be the golden cord of perfection in wealth of art culture, and art decorations that will beautify and adorn the home as well as the characters of life. There will be in this grand, magnificent structure memorial art galleries of marble statuary, and portraits of illustrious men and women of America and Europe, with other classified memorial galleries of portraiture of prominent persons in all the different professions and vocations of life, and in a distinguished apartment have reading and reception rooms, where the tired business men and women can visit and enjoy a social chat and rest, with her or his neighbor and friend. Adjoining this reception room have a library filled with early history and relics of old Chicago, and a memorial gallery of photographs and portraits, with the names, occupation and address of the old fathers and mothers, the old pioneers, who laid the foundation broad and deep for a marvelous, prosperous city, with an annex memorial portrait gallery of Chicago's prominent professional men and women, including the distinguished statesmen and heroes of the great state of Illinois, this historical collection of portraiture to embrace Chicago's prominent business men and women, bankers, merchants, manufacturers, representative men and women from all vocations of life. This memorial collection of speaking likenesses of our own prominent men and women would be the pride and glory of Chicago.

Have other memorial galleries of the beautiful landscapes and art decorations to adorn and beautify the home, and a sales

gallery for the people to purchase these memorial "souvenirs" and adornments for their own home, with annex memorial libraries filled with useful books, not light reading, but practical books that will greatly assist any young man or woman to learn a profession, trade or business industry. To have connected with these libraries, reading rooms, studios for studying art, music halls for studying music, lecture, reading and concert rooms, all for better educating the public morals, our children's children, the worthy, deserving poor young men and young women of our city. These social, intellectual entertainments every day and evening will counteract many of the evil influences that are at work everywhere in our beloved city.

THE GREAT IMPORTANT LESSON FOR AMERICAN CHILDREN TO LEARN.

Teach the children in the home and at school by precept and example the practical, necessary industries of life and how to make money honestly and how to save it for a rainy day, and how to spend it wisely, to build a home and furnish it with home comforts, with art decorations, music and libraries for culture. This is an imperative duty every parent owes their child to see that this important part of your child's education is not neglected.

THE STATUARY AND PORTRAITURE IN THE HOME

should be finished in the highest style of the art, better than the old favorite galleries in Europe has. This would give the galleries a famous reputation, and they would become renowned for their excellence and perfection all over the world.

The best and most economical plan to complete this art work would be to get the Italian marble for the statuary in large quantities and the sculptors from Italy, as their artists are considered best sculptors in marble statuary, and engage none but celebrated artists in the marble and portraiture, select those who have a famous name from among the very best artists in America, France, Germany, Italy, anywhere in the world, and pay them liberally. This will bring to Chicago the very best artist talent that can be obtained.

The contract should be made binding that all art work must pass perfect inspection by three of the best connoisseurs of art, before any statuary or portrait can be placed in the art galleries of the memorial home. This would make the statuary

and portraiture very valuable as works of art and would give the galleries a famous name all over the world.

By having all the art work made in Chicago would give our home artist and the artist of America a great educational experience and prestige in the school of art, during the years it will take to complete the work.

When these memorial galleries were open to the public they would attract thousands of pleasure seekers and lovers of high art from the old world and millions of our own countrymen to our city. These memorial galleries of art, of music, of literature will add many millions of dollars every year to the business enterprises of Chicago and will make the Garden City the great art center of this western continent and to the old and new world what Rome and Paris have been and with her classified libraries, music halls, and educational opera houses in classical music will give our young men and ladies a classical finished education such as the western young ladies and young men have never enjoyed in America, such educational advantages and schools for culture as can be had in our beloved city will make Chicago early in the next century stand at the head of the world in classical attainments, in literature, music and art. Such classical schools for culture as the memorial home will furnish the people, young men and young ladies will come from the old world to the new to receive their classical and business education. In all these years we have been doing a great injustice to our fair city, to our young men and ladies on this western continent in withholding from them the advantages of life in the race for intellectual growth that adorns and beautifies character, society, the home, and family circle.

The time has now fully come when we should have the best institution of learning, music and art established here in Chicago. and the great expense saved, and inconvenience in sending our children to eastern cities and to Europe for the accomplishments of a classical education.

In order to make this memorial a great financial success and a greater intellectual blessing to society, and especially to the masses of the people of Chicago, it is absolutely necessary to locate this great school-house of learning on that beautiful piece of ground known as the lake front. These memorial grounds should commence at the lake on Park row, and run west

to Michigan avenue, and thence north along Michigan avenue to the river; if *possible* thence east to the lake. If the right of way could not be had to the river stop at Jackson or Washington streets, thence east to Lake Michigan. All of the north front of Park row and the east front of Michigan avenue should be dedicated and bequeathed as a memorial legacy to Chicago's Memorial Stock Company. This would give the Memorial Company entire control of all the grounds and improvements fronting Chicago's famous memorial temple and memorial park and the city should dedicate these famous grounds.

COLUMBIAN MEMORIAL PARK.

This historical park should be beautified and made the Westminster Abbey of America. At the north entrance to the Memorial Home from Michigan Ave. should be erected the grand triumphal arch, the gateway to the great memorial temple, welcoming the people from every nation to Chicago and the World's Columbian Exposition. At the south entrance from Michigan Ave. place life size statues of the two heroes of the nation, Gen. George Washington on one side, and Gen. Ulysses Grant on the other, both on horseback, hat in hand, in the attitude of salutation. At the north entrance on Washington street have two life size statues of the sturdy manufacturer and husbandman, the champions of civilization. At the south entrance on Park row there may be a life size statue of Abraham Lincoln in the act of reading the proclamation of emancipation to a group of slaves, manacled together with a chain.

In the park there should be erected statues to the memory of the distinguished men of our nation—Logan, Sheridan, Douglas, Garfield, Webster, Clay, Jackson, Longfellow, and a host of others with the heroes of war; a memorial from the South, Gen. Robert Lee; from the bar, Blackstone; from electricians, Prof. Morse; from France, Gen. Lafayette; from England, Gladstone; from Germany, Mozart; from the professionals, Shakespeare; with ample room for other distinguished dead whose memories every American loves to honor, whose good deeds are shining lights in the nineteenth century.

Chicago is the central figure on this western continent. Her resources are unsurpassed, her climate makes her the Switzer-

land of America, her parks and drives are magnificent in their beauty and grandeur. The vast productiveness of the western world has no parallel in history. Here are produced every variety of grain, vegetable and fruit, cotton, wool, horses, cattle, sheep pork—enough to feed and clothe the millions at first cost; and besides we have practically exhaustless mines of gold, silver, copper, iron, coal and lead ores at our very doors, accessible to our city by lake and river navigation, and a larger number of railroads centering here than any other city upon this continent.

With all this wealth, why should not Chicago become the largest city in America and the greatest in intellectual attainments? For enterprise she stands to-day unrivaled by any of the cities of the old and new world. The resurrection of the new Chicago, so triumphant and grand, from the charred ruins of the old was the most surprising marvel of the nineteenth century. The sagacity of her business men in commercial transactions is not less marvelous; their mammoth business transactions extend into every large city in the world.

With all this wealth and enterprise, why cannot our business men stop for a moment, *as life is short*, and build for themselves and their children a Memorial Temple of of Art, Music and Literature, which is far more needed here in Chicago than is any other institution, public or private, and which Chicago must have before she can fulfill her manifest destiny? By this magnificent Memorial she would become the beacon light, the grand Mount Vesuvius, the sower of good seed of intellectual culture broadcast, not only in Chicago, but all over the western world, in beautifying character, the home, and the fireside.

This would be rendering kind acts and good deeds for the showers of love and gold that the world gave so bountifully and magnanimous to suffering Chicago in 1871.

CHICAGO'S MEMORIAL HOME AND TEMPLE OF ART WILL GIVE AN INTELLECTUAL TONE TO SOCIETY IN SHAPING THE DESTINIES OF THIS WESTERN WORLD.

No doubt there will be many other memorial art temples organized, and memorial halls and memorial homes created, in villages and cities on this western continent, fashioned after Chicago's famous memorial home. These memorial homes will be built by enterprising philanthropists who will want to leave a

memorial legacy behind as a beacon light for intellectual culture and as a promoter of practical industries. Such precious gift will live forever in doing good for posterity.

CHICAGO'S MEMORIAL HOME.

It might not be out of place to make a few suggestions, concerning the construction, location, and the benefits the people will derive by erecting this memorial home in Chicago. A memorial that is intended to do so much good and to benefit so many people, must necessarily be located very convenient for the people to visit it often, and the structure must necessarily be very large to accomodate in separate apartments all the different professions, organized bodies of bankers, merchants, manufacturers, railroad officials, scientists, inventors, philosophers, clergymen, editors, bench and bar, physicians, musicians, professors in colleges and seminaries, literary and historical societies, gold and silver mining bureaus, old settlers' memorial room, public libraries, art galleries for studying art, music halls for studying music, public and private concert rooms, the great north-western agricultural bureau and stock breeders' associations. All of these associations should be permanently established here for all time to come, in large, commodious quarters, fitted up expressly for their convenience and comfort for a small yearly rental, all of these luxuries should be enjoyed by the people.

ASSEMBLY ROOM.

There should be many assembly rooms fitted up for the convenience of all these different professions and associations. The upper stories should be fitted up expressly for observatories with astronomical instruments for studying the planets and with the finest promenade and reception gallery in the world. The basement to contain great and small vaults, for the national memorial security legacy banks for settling estates and bequests, with its thousands of other safe drawers and apartments to be rented to families, societies and private persons. The basement to be fitted for culinary apartments, with public and private dining rooms, where supper for the largest and smallest gatherings can be supplied on short notice, private and public parties given by any person or association and served in elegant style and their guests most cheeringly entertained in the art galleries, libraries, and music halls of the memorial home.

By entertaining in the home this mighty power of thought on important questions that interests the people. These advanced thoughts will produce a force that will extend into the mountains and in all the valleys of this western world the people everywhere will be benefited by its progressive influence on the various industries of the nation as well as in its accomplishments.

CHICAGO'S MEMORIAL HOME AND TEMPLE OF ART SHOULD BE 200 OR 300 FEET SQUARE AND THIRTY STORIES HIGH—ITS FOUNDATION ONE SOLID ROCK.

This immense structure should be the most imposing building in Chicago and constructed out of material that will not burn or decay and will practically last forever without repairing.

ENAMELED STEEL COLUMNS.

The entire structure will be supported by heavy enameled steel columns being placed over each other from the foundation to the top story. These columns will be held in their place by enamel steel frame work, between this steel frame work, plate glass is to be set for light with ornamental enameled tiling for partitions, ceiling and floors.

WHERE PLAIN TILING IS USED FOR PARTITIONS, CEILING AND FLOORS.

Cover such tiling with ornamental enameled zinc, sheet iron, copper or steel plate, decorated in the highest style of art, representing all varieties of wood, marble and the beautiful landscape, charming sceneries, these decorations to be displayed by an art genius, the color, designs, and subjects selected, with great care, to suit the habit of the room to be decorated.

WINDOW AND DOOR FRAMES

Can be made of wood and covered with the same fireproof material, or can be made out of hollow steel, when the bearings come in contact with same material use ornamental ribbon rubber, this will make all the rooms water tight as well as air, when ventilated by the new device with healthful medicated air perfumed with the fragrance of roses will increase the years of longevity in the memorial home.

COPPER TRIMMINGS, DECORATED WITH ENAMELED TILING AND BEAUTIFUL DESIGNS IN PLAIN OR COLORED GLASS FOR INSIDE AND OUTSIDE ORNAMENTATIONS.

There can be nothing more beautiful for cornices, centers

and inside decorations than, plain, colored and frosted glass with crystal spangles, illuminated with Edison's famous electric illuminations, such are to be the inside and outside adornments of the memorial home. This device will open up a new field for these famous illuminations to decorate our homes and places of business.

Perhaps these illumination scenes may be the famous Edison memorial offering for Chicago's memorial home and for posterity to admire the beautiful souvenir and to cherish the memory of the great philanthropist whose genius illuminates the globe.

THE FOUNDATION IS A SOLID ROCK.

Chicago's memorial home can be built in perfect safety thirty or forty stories high just as well as twenty-five, the foundation is to be one solid rock, the columns solid enameled steel resting upon each other from the foundation stone to the top story, the steel floor joice and steel partitions will hold the columns securely in their place. The entire structure will be so nicely adjusted, each story will be supported on the columns and no story will rest on the other, which will make the structure as safe to live in as a two story building.

THE STYLE OF THE MEMORIAL HOME.

The Memorial Home can be square or octagon in style and should be large enough to cover a piece of ground equal to three hundred feet square with a large open court in the center, with as many as twenty or more elevators that could be used on stated occasions when necessary with twenty feet wide southern verandas on every story around the entire structure, with fire-proof enameled steel shutters, ornamental balustrades, with wire safeguards for the children and people. These verandas will be the charming remembrances of all the memorial decorations. The octagon style would seem to me to be very elegant and beautiful, especially when it would be illuminated with Edison's famous glass adornments and beautified with his electric illuminations.

BEAUTIFUL AND GRAND OBSERVATORIES.

Upon the upper stories of this famous structure there should be beautiful and grand observatories with wide promenading verandas, fitted up with telescopes, powerful magnifying glasses, with elegant parlors, reception rooms and studios for visitors. No doubt there would be hundreds of dollars taken in every day

for the memorial educational trust fund by these grand observatories by pleasure seekers, who would love to see Chicago's busy life and the surrounding country and the beautiful Lake Michigan from the highest structure in the world.

THESE BEAUTIFUL OUTSIDE ELECTRIC ILLUMINATIONS

Would be perfectly grand around these observatories and octagon balcony, the imagination cannot conceive of anything on earth more charmingly picturesque and more beautiful than these famous electric illuminations would be on the outside and inside of this wonderful, charming structure.

Upon stated occasions these electric illuminations can be displayed by the gentle touch of an electric bell, the whole structure from the foundation stone to the roof would be in a blaze of glory, and by another gentle touch will set the bells of heaven a-ringing with the sweetest melodies of heavenly music that mortal ear ever heard on earth, such sweet melodies of music would be echoed by the multitude in shouts of hallelujahs and praises to God from whom all blessings flow, and the chorus re-echoed back in the hearts of the people, long live the memorial home, and long may be the memories of him and her who gave the cherished educational memorial that other hearts and other homes might be gladdened and made happy.

Intellectual civilization appeals to our able press, to clergymen and teachers, to the capitalists who represent their millions, to the men and women of moderate means, to the bench and bar, to our physicians, bankers, merchants, manufacturers, business men, old settlers, ladies and gentlemen, mothers, fathers, sons, and daughters. To you humanity appeals to assist, by your influence, your money, to build this monument of culture for the people and intellectual training schools for the children in the accomplishments of life, and to bequeath this monument of love as a memorial offering to the people of Chicago and their posterity. The money it will cost will be the best investment ever made in our fair city, and will pay the largest dividends—if not in cash, in rich rewards that are promised and sure to come to the giver, whoever he may be, that lends his money to improve and better the condition of his fellow-men.

For the love we bear our children, for the love of humanity, for the love of heaven, where we all hope to go, let us leave this rich inheritance behind. It will live in the hearts of the people,

in doing good for us when we are gone; when all the earthly treasures we possess have been forgotten, this legacy will live on through the ages to come, *in memoriam* of him or her who gave the cherished gift.

By this immortal legacy, *death does not end all*, for many more willing hands have been put to work, instead of two, in doing *good*, and long before the next century is past, millions of souls will have been benefited, and will die happier deaths, and, as true as there is a life beyond, they will enjoy a happier heaven.

Who would not give liberally of earthly possessions, and endow such a laudable work, become a stockholder in the courts heaven, and live forever in the hearts of the people like a god in eternity, rather than die like a brute and forgotten in a day. What profiteth a man if he saves millions and builds for himself a safe of gold and encases his selfish heart in it, *at last* shut the door and dies a miser's death, without one ray of hope, and why? Read the distressing scriptural verdict of the rich man and Lazarus * * * *

Quite recently a poet stood at the bier of one of America's great philanthropists. As he looked upon the lifeless form he exclaimed: "It was not what he held in his cold, cold hand that made him great; it was what he had given away." His good deeds and kind acts had benefited his fellow man, beautified and enriched the world. This legacy of love for humanity endeared him to the living, and gave him immortality beyond the grave.

If it be not man's good deeds and kind acts to his fellow man that are going to give immortality in this life and in the life beyond, I pray you, what will?

ESTABLISH THIS IMPORTANT BLESSING FOR THE PEOPLE.

If the admission to the Exposition will yield a revenue of \$300,000 in forty days, the home, with its beautiful attractions, ought to bring in at least \$2,000,000 every year with its immense revenue for rents and its other sources for making money.

This accumulation of money is to be kept in the National Memorial Security Legacy Bank as a memorial *trust fund*. This fund is to be used to establish other branch memorial homes and libraries of practical, useful books and galleries of art for the people to enjoy through the poorer districts of Chicago. The memorial home will offer scholarship as premiums to the most studious-

deserving poor young men and young ladies in these branch bureaus, and a ticket of admission to the art galleries and libraries of the memorial home. This noble christian work and the refining influence of this grand memorial blessing upon society will be vividly seen and felt in Chicago and all over this western continent. Where could the rich and well-to-do invest their money for a nobler purpose than in this benevolent, intellectual institution, where it will do so much good for the rich and poor alike, and where the investment would lay by a sinking fund every year for other memorial blessings for the people to enjoy?

The duty each person owes his fellow man, and the object and usefulness of the Home are set forth as plainly as I can give them, in these short articles, which are only suggestions, barely mentioning principles of vital importance, upon subjects on which volumes could be written, but I leave them now with the people, and submit my work, with all the attending blessings it may bring to suffering humanity, and to the people of Chicago; and having faith in a UNITED PRESS, and in a God of Justice, and a generous, benevolent people to do right and justly by themselves—and in doing so they will do right and justly for their fellow man—I leave my subject, my heart's idol, and bequeath the legacy as a memorial offering to Chicago.

My dear friends, neighbors and citizens, these beautiful principles of right and justice to mankind I commend to your trust, and shall ever pray that you may carry them forward to completion, and build for Chicago *and the world* a Temple to educate the people in the three crowning accomplishments of life—literature, music and art, as well as the essentials, practical scientific industries of life.

DEDICATED TO THE MEMORIAL HOME.

Revered, beloved by all; were a name nearer, or dearer, it should be thine:
within thy sacred walls love shall reign supreme.

Union of hearts, in letters of gold, shall be inscribed upon thy banners, and
adorn thy walls, from without as well as within.

And thy motto shall ever be for reforms and the advancement of knowlege in
all the avocations of life, and in its blessed accom-
plishments in Music, Literature and Art,

These glorious principles, upon which this beloved Temple is built, will be
consecrated to the memory of him or her who gave the
cherished gift, that other lives might be benefited.

After lapse of time, in the ages to come, within its sacred walls glad hearts
will forever beat in memory of its honored dead who
bequeath this immortal legacy to posterity!

HONORED AND MOST RESPECTED LADIES OF CHICAGO!

Organize memorial clubs in every precinct in Chicago and commence this noble work for humanity *at once; now is the golden opportunity*, when the very air we breath is fragrant with the spirit of improvements,—these improvements fill the hearts of the people full and overflowing with energy and enterprise.

Place at the head of these memorial clubs your most noted organizers and solicitors for subscriptions for building Chicago's memorial home, the headquarters for America's distinguished woman's national educational bureau.

It is to be hoped the citizens of Chicago will not feel overburdened by the sacrifices they will have to make in establishing this memorial offering in Chicago for the advancement of civilization, as this memorial offering will stand forever the crowning glory for Chicago's enterprise.

Every man, woman and child can work for such a noble cause, especially when the investment will live through the endless ages of eternity, and will be remembered when all earthly treasures of to-day, have passed away and are forgotten.

The duty of the officials of these memorial clubs is to solicit subscriptions and give the clubs distinguished names and keep a complete record of the club and report as often as once a week to the memorial bureau, where the reports of clubs and subscriptions will be published in Chicago's great educator, The Memorial Home and Temple of Art.

There is not a particle of doubt but this army of co-workers for humanity, with the assistance of the able press, can have in a few short months Chicago in a blaze of intellectual glory for the accomplishment of this noble work, and by a united effort on the part of the citizens this memorial temple, grand as it is, can be completed in 1893, in time for the assembling of the world's international congress of distinguished women from all the nations on the globe.

Here is the famous opportunity for the eloquent Ingersoll, Depew, Talmage, Ingalls, Mrs. P. Palmer, Logan, Willards, Anthonys, Stanton, and a host of other shining lights of the 19th century, whose life-work can be rounded out and made complete by their great assistance in establishing for the people this grand intellectual work for the advancement of civilization.

I will feel honored to head a subscription list for this noble work, for \$1,000, my beloved wife \$1,000 more, and only wish my circumstances were such I could make it millions. Who will be the next stockholder to promote this laudable enterprise for humanity?

THE OFFICIALS OF CHICAGO'S MEMORIAL HOME AND TEMPLE OF ART.

These memorial officials should be the solid men and women of Chicago whose integrity of character stands unimpeached, who have a record for business qualities and are over forty years of age.

One president, five directors, five treasurers, fifty-vice-presidents, one thousand honorary members from all parts of the United States. These honorary members to represent the leading professions and industries of the nation.

All of these prominent officials should hold their office for life, unless they resign, or become incapacitated by age or disease. These officials should have the privilege of naming their successors in office (to be elected afterwards by a majority vote of all the vice-presidents), whom they would like to have take their place, when they lay down the burden of life, to administer upon their estates and attend to the duties of the memorial office and memorial trusts, as honestly, as faithfully as they have done for others.

I can see no objections of having the officials of the Memorial Home become the officials, administrators and guardians of funds in the National Memorial Security Legacy Bank, as it is suggested to have such a bank in the first story of the Memorial Home. This National Memorial Legacy Bank bureau is for keeping securely the Memorial Educational Trust Funds for the home and trust funds for orphan children, and for carrying out bequests in last wills and testaments, in paying annuities, and a clearing house for settling estates.

THIS IS ONE OF THE MOST IMPORTANT QUESTIONS BEFORE THE AMERICAN PEOPLE TO-DAY.

How is the best way, and safest place to keep sacredly and securely for the people trust funds where they will be secure, where bequests in the last will and testament will be faithfully and honestly carried out, as they would have been, were the testators here, to administer upon their own estates.

Upon this subject I have given much thought and study, and have felt the need of a safer place to keep trust funds, and a better way to carry out bequests and to settle large estates than we now have now by the old methods and laws governing probate courts. It does seem as though it would be a good move in the right direction to have the probate statutes revised especially in estates that are worth millions of dollars, and have a more reliable mode, and assurance that bequest will be carried out to the very letter and wishes of the testator.

This placing millions of dollars into executors', administrators' and guardians' hands, to manage—especially when the laws we do have are not forcibly executed, is not business-like; no sane man would do so, when alive; why should he after he is dead? The simple reason is because there is no better place provided and is *obliged to*.

THE NATIONAL MEMORIAL SECURITY LEGACY BANK WILL SOLVE THE PROBLEM.

The time has fully come when our government should establish in every county in the United States, one or more National Memorial Security Legacy banks. These banks are to be the clearing house for settling large estates, carrying out bequests, for keeping sacredly and securely all trust funds, for the government, and for the people.

In these National Security Legacy banks it could take fifty or one hundred years to settle a large estate or small estate, any number of perpetual annuities could be paid out yearly or half yearly for any number of years, under the national legacy law, especially when this law was backed up by the United States government.

With such a permanent government institution at command, every person in possession of large or small fortune, can retire

from business at any time of life, or when they become old, they can bequeath the whole or a portion of their money and property to be taken care of in the National Security Legacy bank, first making ample provisions for themselves and families, their children's children, during their life time to be paid to them as stipulated in their last will and testament, with other memorial legacies which can be bequeathed, for endowing colleges, universities, libraries, art galleries, music halls, parks and public improvements, and for worthy charities; all of these bequests are to be for bettering the conditions of humanity.

There is not a particle of doubt, with such a permanent institution as this would be for keeping trust funds carrying out bequest, there would be in the next ten years more than one hundred million dollars bequeathed by our millionaires for blessed charities and for endowing intellectual institutions as before mentioned.

This National Memorial Security Legacy Bank will do more towards the enlightenment of civilization and for educating posterity, and giving to our children's children their honest, just dues, than any other similar institution that has ever been devised by man. Petition the President and Congress to have such a law passed during the next session of Congress.

MOSHER'S SMOKE ANNIHILATOR.

THIS IS A SIMPLE DEVICE THAT WILL CONSUME AND ANNIHILATE ALL THE SMOKE IN THE MANUFACTURING DISTRICTS AND CITIES WHERE THE ANNIHILATOR IS USED.

The device consists simply in laying a small pneumatic cylinder pipes over the tops of all the buildings on one side of a street, and have branch cylinder pipes from the main cylinders connected with every chimney along the route.

All these main cylinder pipes run into a given center, where the smoke consumer and annihilator is constructed. This annihilator will draw by suction power every particle of smoke from every chimney that is connected with the main cylinders. This suction power forces the smoke into large receptacles and

used over again for heating purposes, or consumed in red-hot furnaces, or drowned in Lake Michigan, or any stream of water.

By this device there will be no more smoking chimneys. Every chimney will have a perfect draft, and one that can be regulated by a regulating damper placed in the chimney. This exhaust power can be made so strong it could draw ashes out of furnaces.

The general construction of the systems herein described, together with the various details and modifications suggested or outlined will shortly be made the subject matter of numerous Letters Patent of the United States and foreign countries, which it is the intention of the author to apply for as the original inventor.

Mr. Mosher begs to inform capitalists that he is ready to co-operate and organize stock companies to carry out any of the devices that are suggested in this book of inventions.

AN OPEN LETTER.

TO THE HONORABLE, THE MAYOR AND CITY FATHERS OF CHICAGO.
My Dear Sirs :

Just one more suggestion and I am done. In the respected name of Chicago, I would like to have Chicago's most honored mayor and city fathers when they return in September to the Council Chamber in City Hall, that they will voluntarily dedicate as a memorial offering to the people of Chicago and to their posterity, a portion of the ground known as the Lake Front for Chicago's *Memorial Home and Temple of Art*. The great object is minutely illustrated in this book of devices.

Dedicate this grand memorial, with all its attending blessings it may bring to humanity, as it will stand forever a monument of love to the cherished memories of the Mayor and City Fathers who bequeathed the immortal legacy to posterity.

N. B.—Work ! work ! as *life* is *short* for bettering the conditions of humanity and for improving the character of posterity.

For this noble work God will forever bless, and by this kind act and good deeds done *you* will reap a rich harvest that will grow again in heaven.

I am, most respectfully,

Your obedient servant,

C. D. MOSHER.

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Extract from Chicago's Recorded History

FOR THE FISCAL YEAR OF 1890, BY THE HONORABLE THE MAYOR
DE WITT C. CREGIER. THIS HISTORY EVERY CITIZEN
OUGHT TO READ AND BECOME FAMILIAR WITH
THE IMPROVEMENTS OF CHICAGO.

This historical record of Chicago's extensive improvements and growth for the fiscal year of 1890 is the most marvelous record for a city to make in any one year that ever was known on this continent.

CHICAGO TRULY IS A FAMOUS CITY.

She has the largest territory of any city in America, and we might add in the whole world. Her boundary lines inside the city limits embrace 181½ square miles. The city is most beautifully located, and extends north and south along the crystal waters of Lake Michigan twenty-one and one-half miles. The widest place east and west ten and one-half miles, the narrowest four and one-half miles, embracing the vast area of 116,000 acres inside the city limits.

FINANCIAL.

The bonded debt of the city amounts to \$13,545,400, bearing interest from three and one-half to seven per cent. \$983,900 of this indebtedness was incurred by the late annexation. The total annual interest paid on present bonded debt for past year \$825,350.40. The bonded debt will be increased during the next two years by the issuance of four per cent. bonds; \$5,000,000 as authorized by the State Legislature for increased expenses for World's Fair, which will make the city debt little more than \$18,500,000. This is a much smaller debt than any other city of a similar size.

SPECIAL ASSESSMENTS REBATE.

Special efforts were made to notify citizens to whom rebates were due. The result, the city refunded \$796,000—\$300,000 more than any previous year.

DEPARTMENT OF PUBLIC WORKS.

This branch of the city's industries had an unusually active season in all its departments, 108 miles of new pavement has been laid, 116 miles the year before, making, with all other paved streets, a total of 662 miles of paved streets in Chicago.

Nearly one quarter of a million square yards of the old pavements have been relaid during the year. This is the most work of this class ever performed in two years in the history of Chicago.

SIDEWALKS.

Over 433 miles of sidewalks were laid during the year, against 191 miles laid the previous year; 7,137 miles of streets were cleaned as against 6,800 miles in 1889.

WATER PIPES.

Over 133 miles of water pipes were added to the water system, at a cost of over one quarter a million dollars, against eighty-nine miles laid the previous year. There are now 1,205 miles of water pipes in the city, 12,000 fire hydrant, and large numbers of street cisterns with water mains for fire service. The record shows 154,000 water service connections with buildings exclusive of those late annexed districts, of which, as yet, there is no record. The total cost of the water works is nearly \$17,000,000. The total revenue amounts to over \$25,000,000, showing a surplus of receipts over expenditures of over \$8,000,000. The revenue on account of water during the past year was nearly \$2,267,900. The work on the four-mile tunnel is progressing, and will be completed on time in two and one-half years.

BRIDGES AND VIADUCTS.

Eight new bridges and viaducts have been constructed and Rush street new bridge is operated by electric power, and if it proves a success all other bridges will be built upon this new system.

SEWERS.

Nearly seventy-two miles of sewers have been added to the city during the year, making the total in the city 785 miles. 300 miles of sewers and 12,000 catch basins have been cleaned; 6,000 of the latter were raised to grade. Forty-seven miles of house drains have been laid.

THE HEALTH DEPARTMENT

Of a city like Chicago finds ample scope for the exercise of ability, diligence and official faithfulness in the discharge of important duties of that branch of municipal service, The report of the commissioner reveals much to interest officials and the people. The past year has been marked by extraordinary

conditions within a period of four months; 100,000 people suffered from influenza. The mortality has been unusually large, especially among the old, prominent citizens. The year closed with a death rate of 18.22 as against 17.49 for the previous year. The total number of deaths for the year was 21,856, nearly one-half under five years of age; 20,000 persons were vaccinated and not one single case of smallpox was known to occur in the city.

FIRE DEPARTMENT

Consists of 914 men in all capacities, 209 fire apparatus, 89 stations, 387 horses, 115,000 feet, or nearly twenty-two miles, of hose. During the year the department responded to 4,639 alarms, of which 3459 were fires; 104 men were injured, but not a life was sacrificed.

ELECTRIC LIGHTS.

The electric light system has been extended by additional plants. The 14th street and Indiana avenue plants have a capacity for 850 street lights. The present four plants have a combined capacity of 3,000, lights. The total expenditure of the city to date for electric lights is \$520,184.47.

POLICE DEPARTMENT.

Chicago has 1,680 effective policemen for a population of 1,200,000. This makes one policeman to be a guardian over about about 715 persons and to protect 181½ square miles, whilst New York city has 3,100 effective policemen to protect only forty square miles and a population of 1,700,000. This gives one police to guard seventy-seven persons, at a cost for police service \$2.60 per capita per annum, whilst in Chicago, for like service \$1.83 per capita.

PROPERTY, LOST OR STOLEN.

For the year ending March \$283,000 worth of property was reported lost or stolen; recovered nearly \$231,000; over eighty per cent. saved. The number of arrests made, 63,321. The total number of police officers and men are 1,900: the number of horses 163; thirty-eight patrol wagons, twenty-five carts and buggies; thirty-three station; 654 patrol horses.

EDUCATIONAL GROWTH.

In 1887 there was appropriated for educational purposes

\$2,250,000; in 1888 nearly \$2,500,000; in 1889 about the same; in 1890, nearly \$4,750,000; for the present year, 1891, over \$5,500,000. Total in five years \$17,500,000. There are 218 school buildings with a seating capacity of 125,000 scholars; 186 school rooms added the past year. Total enrollment of pupils 139,000. Night schools cost the city \$77,000. Compulsory education cost the city \$15,000; deaf and dumb tuition \$5,000; manual training, \$10,000; music, \$13,000; drawing, \$17,500; physical culture, \$15,500; foreign languages, over \$115,000.

PUBLIC LIBRARY.

The interest in our public library increases every year. The year ending March, 1891, the circulation was one and one-quarter million books. Nearly 18,000 volumes were added during the year, making, in the twenty-four branch stations throughout the city, 161,000. A glance at the reading rooms to see the regular attendance and the number of books being read is the best evidence showing how the public library is appreciated by the people of Chicago.

BUILDING DEPARTMENT.

In 1889, 7,590 buildings were erected, covering over thirty-four miles of street frontage, costing \$31,516,000; during 1890, 11,640 buildings covering a street frontage of fifty-one miles, costing \$48,000,000. This would seem to indicate the people had abiding faith in Chicago's future greatness.

HOUSE OF CORRECTION.

During the year, 7,253 males and 1,204 females, total 8,457 persons, were committed to this institution. Eighteen deaths occurred. 1,300 volumes, by voluntary contributions, were contributed by the citizens as a nucleus for a library for the benefit of these unfortunate persons. The younger inmates of both sexes receive a daily course of instruction from competent teachers.

TAXES COLLECTED FOR 1890.

Taxes—Collections for 1890 were \$3,571,164.86, an increase over previous year \$202,589.85. The following is a tabulated data approximating the cost and value of the described city property.

MISCELLANEOUS.

The following tabulation of data not referred to in the body

of this report, with approximate estimate of cost and valuations is submitted for reference:

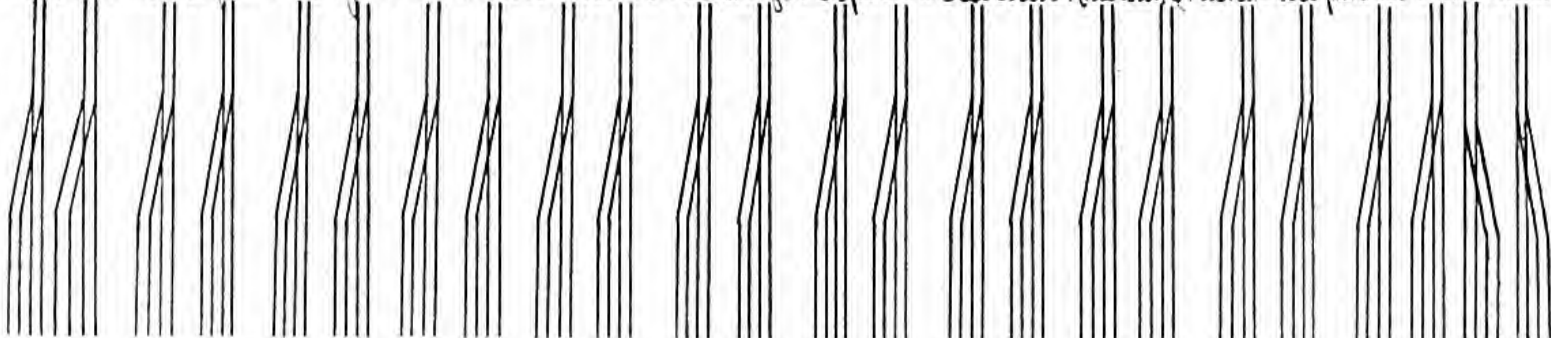
	Actual Cost.	Cash Value.
Water Works,	\$17,000,000	\$50,000,000
Sewers,	11,000,000	11,000,000
School Property,	10,000,000	11,000,000
Police Property,	550,000	844,000
Fire Property,	2,000,000	2,500,006
Public Library,	300,000	232,000
Street Lamps,	750,000	750,000
Electric Light Property,	500,000	2,000,000
Real Estate,	1,000,000	1,000,000
Buildings,	2,000,000	2,000,000
House of Correction,	800,000	1,000,000
	<hr/>	<hr/>
	\$45,900,000	\$82 326,000
Liabilities, bonded debt,		13,545,400
Making a total (net) value of city property of		<hr/>
Assessed valuation of real and personal		\$68,780,600
property,		\$219,354,368 00
Total amount of levy for city purposes,		4,397,087 36
Revenue for licenses,		3,000,000 00
Number of steam railways entering city,		35
Miles of street railway track laid		396
Miles electric wire,		1,200
Acres in public parks,		3,290
Miles of drives,		74
Miles of streets in city,		2,300
Number of river bridges,		61
Number of viaducts,		29
Number of street lamps,		37,000
Miles of river frontage,		41
Arrivals and departure of vessels,		19,000
Vessels' tonnage,		8,744,000



Plan for Centralizing Railroad Business in Large Cities

Scale 60 ft	to the inch	The 19 stories below for										60 x 1500	12 ft high
East Side			Baltimore		Chicago		Lake Shore						
Side			and		and		and						
Union			Chicago		Grand Union		Michigan						
Passenger			Passenger		Passenger		Passenger						
Depot			Depot		Depot		Depot						
	Illinois		Johnson		Union		Chicago						
	Central		State &		Route		Chicago						
	Passenger		Passenger		Passenger		Chicago						
	Depot		Depot		Depot		Chicago						
		Michigan		Marion		Chicago							
		Central		Union		Chicago							
		Passenger		Passenger		Chicago							
		Depot		Depot		Chicago							
60 x 1500			Third	Stories	for	Official Reception	Offices						
25 ft high							Parlors						
Elevated tracks		Second	Stories	for	Passenger	Depots	and	Elevated	Tracks	Elevated	Tracks		
		First	Story	for	Waiting	Rooms	and	Roadways					

C. D. Mosher's device for Chicago's South Side Union Passenger Depot & Elevated Railroad Tracks - All patent claims reserved

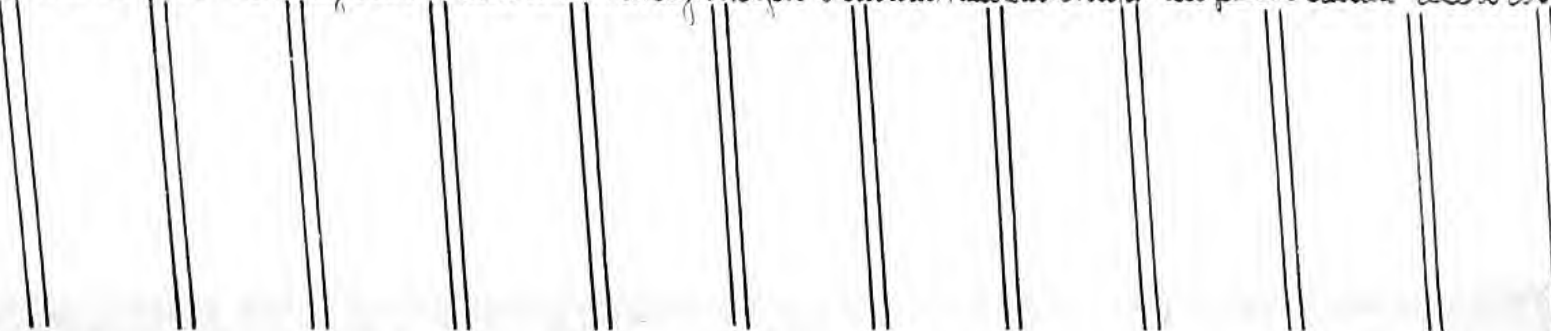


CHICAGO'S TWELVE SOUTH SIDE RAILROAD COMPANIES UNION PASSENGER DEPOTS AND ELEVATED PASSENGER, FREIGHT AND SUBURBAN TRACKS

Plan for Centralizing Railroad Freight Business in Large Cities

Scale 60 ft	to the inch	The 19 stories below for										60 x 1500	12 ft high
Ills			Johnson		Union		Chicago						
Central			State &		Route		Chicago						
Freight			Freight		Freight		Chicago						
Depot			Depot		Depot		Chicago						
	Michigan		Marion		Chicago		Chicago						
	Central		Union		Chicago		Chicago						
	Freight		Freight		Chicago		Chicago						
	Depot		Depot		Chicago		Chicago						
		Baltimore		Chicago		Chicago							
		and		Chicago		Chicago							
		Union		Chicago		Chicago							
		Freight		Chicago		Chicago							
		Depot		Chicago		Chicago							
60 x 1500			Third	Stories	for	Official	Offices						
25 ft high							Reception						
Elevated tracks		Second	Stories	for	Freight	Ware Rooms	and	Elevated	Tracks	Elevated	Tracks		
		First	Story	for	Receiving	and	Delivering	Freight	and	Roadway			

C. D. Mosher's device for Chicago's South Side Union Freight Depot & Elevated Railroad Tracks - All patent claims reserved



CHICAGO'S TWELVE SOUTH SIDE RAILROAD COMPANIES UNION FREIGHT DEPOTS AND ELEVATED FREIGHT TRACKS

C. D. Mosher's device for constructing Chicago's Twelve South Side Railroad Companies combination passenger and combination freight depots, together with their twelve combination elevated railroad tracks for carrying on the said twelve companies' railroad business in Chicago.

The device is in the combination and does not consist in laying elevated railroad tracks, but it is in the peculiar manner these elevated railroad tracks are laid in this combination. And the way and peculiar manner these union passenger and union freight depots are constructed, and the way and peculiar manner these elevated tracks are laid on the second stories of these union passenger and union freight depots, which constitutes the new principles for railroading upon this continuous one-block system. So these twelve, or any other number of railroad companies, can combine together and carry on a far greater and more extensive railroad business than they possibly can do in any other way. These are new principles that constitutes the new device for laying combination railroad tracks and for constructing combination passenger and freight depots.

The above sketch demonstrates beyond doubt how the South Side Railroad Companies can unite and lay upon the one block system, from the city limits to center, two sets of elevated passenger car tracks, and two sets for elevated freight car tracks, two sets for suburban tracks for each railroad company's passenger and freight suburban trains. This combination of tracks is to be connected in a certain manner with elevated passenger suburban and freight car tracks that are supposed to be laid on the second story of each railroad company's union passenger and union freight depots.

By this device the great public thoroughfares would not be disturbed, every kind of business would be carried on the same as though there were no railroads in the city, all cross streets and sidewalks would pass under these elevated tracks and under these union depots in wide, open roadways on the same grade the streets are now.

The above sketches represent these depots and show how these elevated tracks must be laid in a particular manner, through the second stories of the union passenger and freight depots, in order that there shall be plenty of room in each depot for each railroad company's trains, passenger and freight. This part of the device for laying the tracks across the second stories of the passenger and freight depots, so as to give the most room, has been thoroughly considered. By this plan each South Side Railroad Company is supposed to run their freight trains close by the side of their passenger waiting-room in depots, and through a narrow passage way and across an open space of elevated freight tracks into the center of their union freight depot, which is supposed to be 60 feet wide, 1,500 feet long and 25 feet high. Here the whole freight train is unloaded on the one side of this immense warehouse, and reloaded at once from the other side, which need not take more than sixty minutes for the whole transaction, before the train is

s switched off on the outgoing track, and on the road to the city limits, with the freight managers ready for the next train. The speed for running these trains to and from the city limits need not be more than three minutes to the mile; as there are no tracks that cross each other, there could not be a smash up by collision. This device alone would save millions of dollars in repairs to railroad companies, and thousand of lives and limbs during the next century.

The third device demonstrates the only practical method by which a railroad combination can locate suburban elevated passenger railroad tracks and suburban passenger depots, and have the one block system a success. By locating the suburban tracks and suburban passenger depots on both outsides of this one-block system, as shown in the above sketch, will make the one-block system for suburban railroading a tremendous success. By this device, each and every South Side Railroad Company can have elevated branch line roads running from the main trunk lines to suburban towns without their branch line roads crossing each other's tracks. To illustrate: The Illinois Central is the east outside road of the South Side Railroad Companies' combination. Consequently this road will be the first to run from the center a branch elevated road to accommodate her suburban towns, the Michigan Central next, and so on through the list of the six east side railroad companies. To accommodate the suburban towns along the west side of this system the Rock Island and Michigan Southern would come first. Then all the other roads not mentioned, would have branch lines laid from the main line track to accommodate their suburban towns, and this grand system would soon create a host of other suburban towns far out into the country.

The fourth device illustrates the South Side Railroad Companies' elevated railroad tracks from city limits to center, and shows how these tracks are to be connected with the tracks that are laid on the second stories of the different railroad companies' freight and passenger depots. This part of the device has been thoroughly studied, and there is no other possible way to lay so

many elevated railroad tracks, where it will accomodate so many different companies' railroad business separately, as this device does. By this improved method every railroad company gets better accomodations than they can have by surface railroading. After the tracks and depots are made railroad companies can do their business for one-quarter of the present cost, with the capacity for doing business increased at least ten times.

To illustrate, we will take one branch of this South Side railroad industry, conducted under this new system, have all the passenger trains from the city limits on all the twelve roads start at the same time, and run these twelve passenger trains into these twelve wide and very long twelve passenger depots that are sixty feet wide, and fifteen hundred feet long and twenty-five feet high, where all the twelve trains can be unloaded on the one side and re-loaded at once on the other side, and switched off on the outgoing tracks, bound for the city limits, World's Fair grounds, or suburban towns, with not more than five minutes' time consumed in unloading and reloading the twelve South Side Railroad Companies' passenger trains. It is safe to estimate that one million passengers can be transported, in perfect safety, over these twelve different railroad companies' tracks and through these twelve union passenger depots, by expert depot managers, every ten days during the year.

~~By this device there will be no more empty cars standing all over the city of Chicago.~~ These empty cars are eye-sores to the people. There ought to be a law passed that the railroad companies should not make a storehouse of the city for their empty cars. These eye-sores and surface railroading across our public streets gives Chicago a *terrible black eye*.

These and other important devices are more minutely demonstrated in Mosher's book of inventions, together with a full and complete description demonstrating how the elevated passenger tracks from city limits are connected with the elevated tracks that are supposed to be laid on the second stories of the twelve union passenger depots.

PRACTICAL SCIENTIFIC INDUSTRIES

ARE ALWAYS MONEY-MAKING DEVICES.

By this device, and the famous one-block system for railroading, as shown by the above sketch, \$41,040,000 will be the yearly income for rents of offices and apartments in the twelve South Side railroad companies union passenger and union freight depots.

By this device Chicago's twelve South Side railroad companies can lay two sets of elevated passenger, two sets of elevated freight, and two sets of elevated suburban tracks from the city limits, and connect these with the above described union depots.

By this device these twelve companies can start from the city limits their passenger and freight trains at the same instant, and run these trains side by side into their union passenger and freight depots, and unload and reload the twenty-four trains all at once and at the same time, with the public thoroughfares not disturbed, all business carried on the same as though there were no railroads in the city.

By this device the railroad companies can carry in a very short time one million passengers to the World's Fair Grounds and land them in a central location on an elevated canopy-top platform made expressly for observation and sight-seeing. This platform, by an endless chain device, can be made to carry fifty hundred thousand people all over the Fair Grounds; at the same time give them an excursion over the lake.

By this device there will be no more lives lost or terrible accidents to record in Chicago, caused by railroad trains crossing public thoroughfares, and no more surface railroading done to depreciate and ruin the value of property for blocks around where the dangerous railroad tracks are laid.

By this device Chicago's twelve South Side union depots will be constructed so they will not burn or decay, and will last practically forever without being repaired or insured.

By this device elevated railroad tracks will be laid over main line roads that will run from Chicago to New York city in fifteen hours' time; from New York to California in fifty hours. This quick transit will be the people's popular conveyance for passenger and freight.

By this device America's Electric flying bicycle train will transport passengers and freight through the air 100 to 150 miles an hour, fast mails 200 miles. The flyer annihilates space and brings the people nearer together. Its security is in the construction of the letter V framework, which is in itself the safeguard that guides the bicycle wheel so it never can fly the track; neither can the carriage be thrown from the axletrees, which will make this flying device the safest in the world. (See description, page 26, in book of inventions by C. D. Mosher.)

By this device the people in St. Louis, Cincinnati, Indianapolis, Springfield, Milwaukee, St. Paul, Minneapolis and Detroit can do business in Chicago and live at home, as it would not take but a very short time to fly from city to city, just long enough to enjoy good health. By this device these suburban towns will have the satisfaction of doing business in the most famous city on the globe.

By this device this letter V bicycle framework and track will be made very light and strong out of spring steel, so it will obstruct no light; the large bicycle wheels will make no noise, and can be stopped in an instant and started in a second. These still, swift running flying carriages will charm the people, and will make them not only popular for flying from city to city round the world, but they will become the people's favorite for quick transit conveyances over streets and public thoroughfares in cities and through the country. These flyers will be the great promoters in building up suburban towns, and a welcome visitor wherever they go.

YOUNG MEN AND YOUNG LADIES OF AMERICA.

To you I dedicate this bicycle flying carriage device, into your hands and hearts I am sure this invention will be pushed to its fullest extent. By your enterprise, sagacity and energy I am positive the people in a few short years will fly from city to city around the world. Young men and young ladies organize yourselves *at once* into stock companies and build for the people these flying conveyances, as the field is large, the harvest is ripe and is ready for you to gather in a large and profitable crop of gold dollars.

By this famous one block device the city of Chicago would not require ten miles square for a population of five million people. This one block system for constructing buildings will give the people far better accommodations and conveniences for doing business, with less annoyance and far better health than the five million people could possibly have were they living in a city covering forty miles of territory.

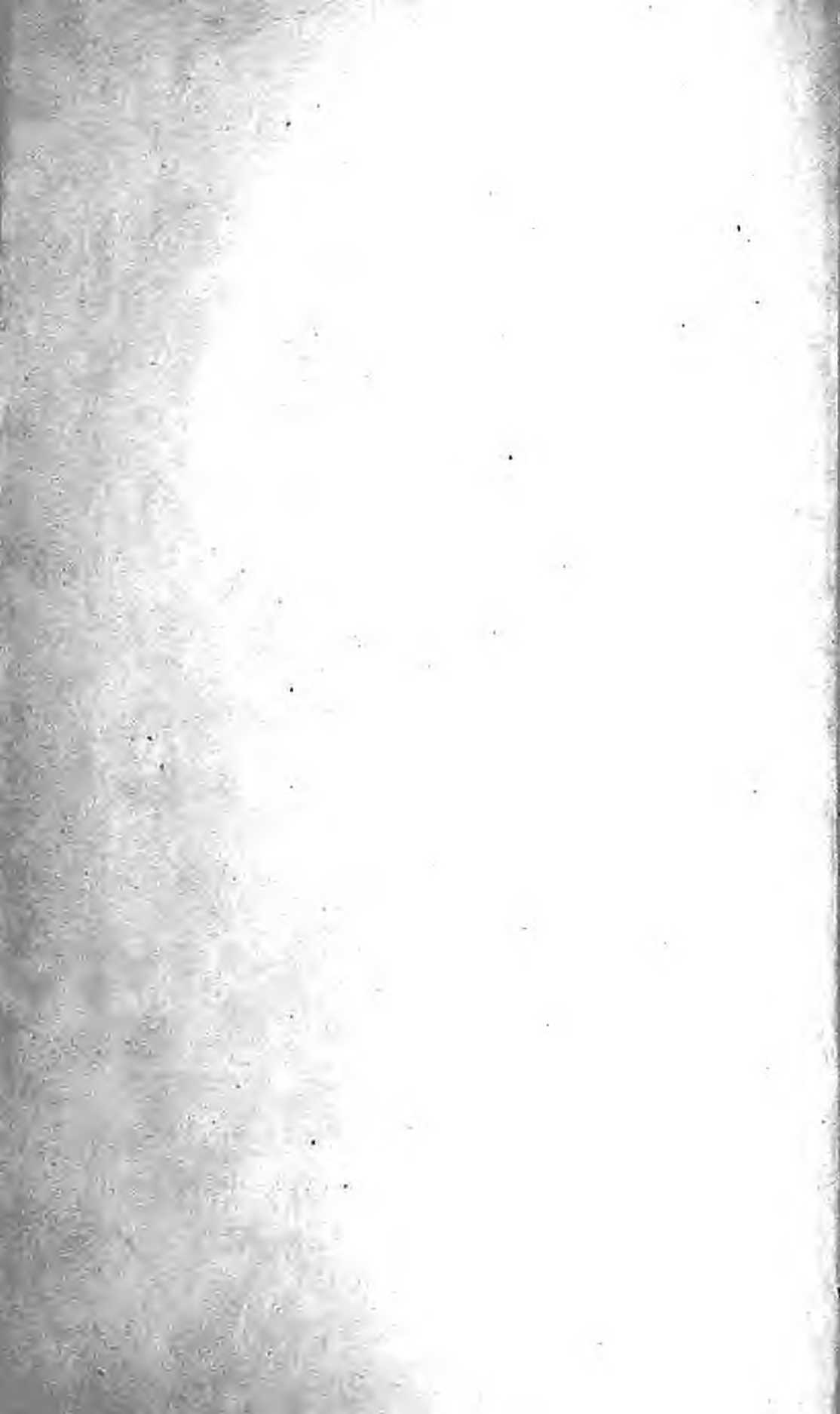
BUILD FOR THE PEOPLE

CHICAGO'S MEMORIAL HOME

—AND—

TEMPLE OF ART.

SEE PAGE 49 IN C. D. MOSHER'S BOOK OF INVENTIONS. THIS BOOK ALSO GIVES A FULL AND COMPLETE DESCRIPTION OF THE ABOVE DEVICES.



s switched off on the outgoing track, and on the road to the city limits, with the freight managers ready for the next train. The speed for running these trains to and from the city limits need not be more than three minutes to the mile; as there are no tracks that cross each other, there could not be a smash up by collision. This device alone would save millions of dollars in repairs to railroad companies, and thousand of lives and limbs during the next century.

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BUILD FOR THE PEOPLE

CHICAGO'S MEMORIAL HOME AND TEMPLE OF ART.

~ The Great School-house of Learning, and for Building up Noble Characters of Life. ~
SEE PAGE 49, BOOK OF INVENTIONS, BY C. D. MOSHER.

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By agitating these National Questions, will Improve the Industries of the Nation and
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ADDRESS THE AUTHOR,

C. D. Mosher.

2726 WABASH AVE., CHICAGO, ILL.

BY THE LAW, THE VALUE OF ONE LIFE IS

\$5,000,

AT THIS SAME RATE THE VALUE OF

400 LIVES WOULD BE \$2,000,000.

There is but a very small part of this money that ever gets in the pocket books of the survivors of the murdered men and women who are killed in Chicago by surface railroad companies. The exact amount that is paid out for these 400 lives can only be obtained from the railroad companies' cash books, where this terrible mortality list of killed, wounded and crippled for life are kept.

THE SETTLEMENT FOR THESE PRECIOUS LIVES ARE ALL MADE
ON THE SAME BASIS

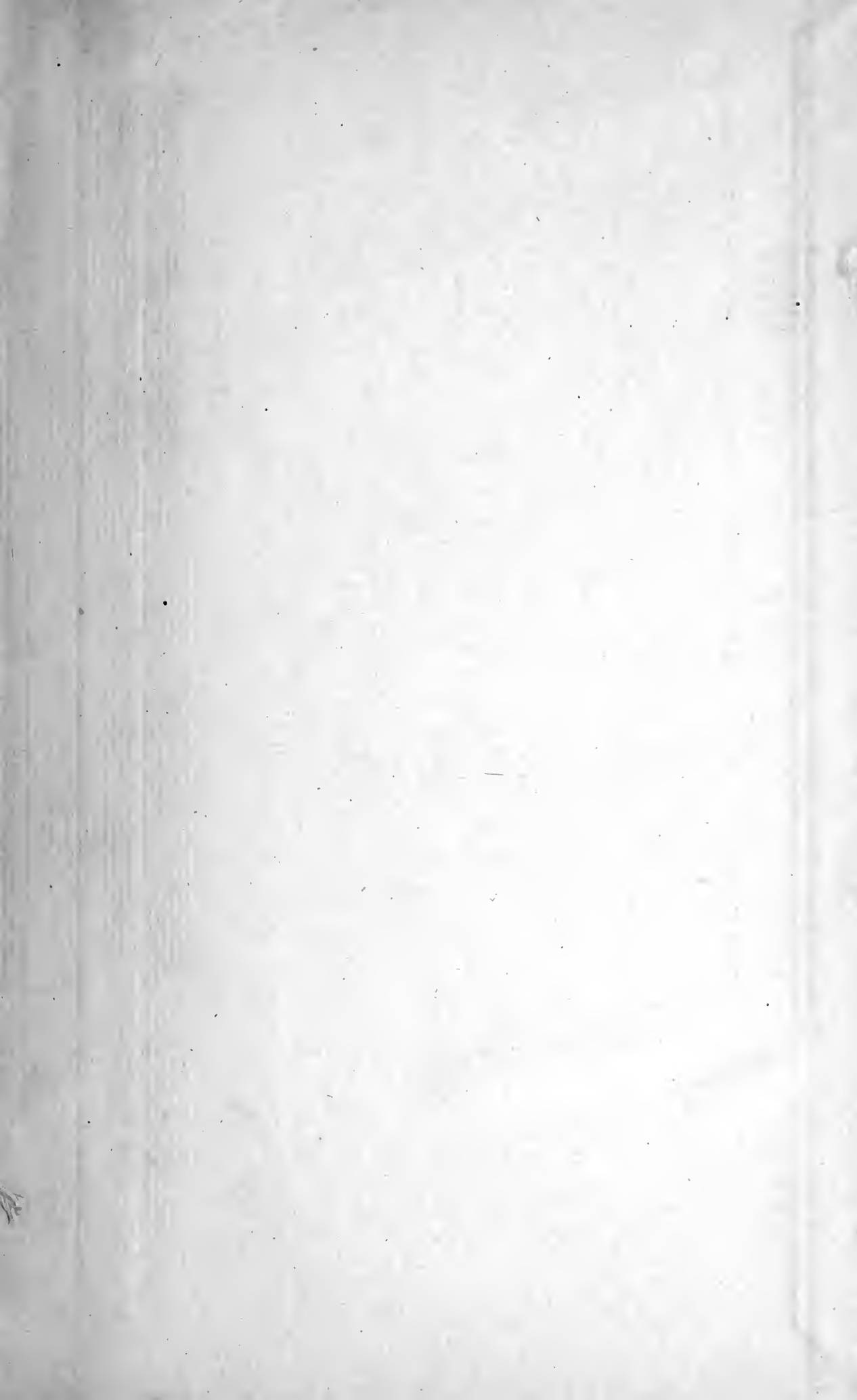
No matter if the murdered person that was killed was the only son of a poor widowed mother, whose support depended on that son, or perhaps it may be the father, or still the greater loss—the dear mother of that once happy family of little children. The custom is all the same—pay just as *small* amount of this \$2,000,000 as you *possibly* can for the lives of these 400 persons who are killed every year. To accomplish this all manner of crafty, intriguing cunning is resorted to by educated *professional men*, whose *specialty* in life is to prey upon the broken hearts of these poor, perhaps ignorant mothers, fathers, brothers and sisters, who are the survivors of these murdered persons, who are borne down with sorrow and grief, and in straightened circumstances; they settle their just claim of \$5,000 for any sum almost that they can get, rather than go to law.

This is the popular system for settling these diabolical murder cases that are committed so unnecessarily in our enterprising city, *noted* for killing 400 people every year in this cruel manner by surface railroading across public thoroughfares in our crowded city of over 1,200,000 people. This is cruel injustice and should not be tolerated in a civilized city like Chicago, especially when it can be so easily prevented, simply by honest justice being meted out to the people, and by our city officials compelling the railroad companies to elevate their tracks.

OBEY THE LAWS AND DO RIGHT BY THE PEOPLE

Is the priceless jewel that is set in the golden crown of the goddess of liberty, and is our cherished motto in our republican government, that was created for the people and was made by the people, to enjoy without being injured, crippled or killed, by usurpation of authority, or by the money power of monopolies, railroad companies, or by any selfish, grasping corporations. *Honest justice for all is the imperative demands of the people, and this justice is power and it must be enforced.*

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